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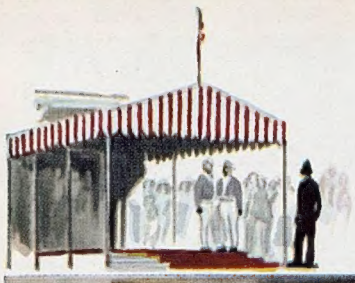

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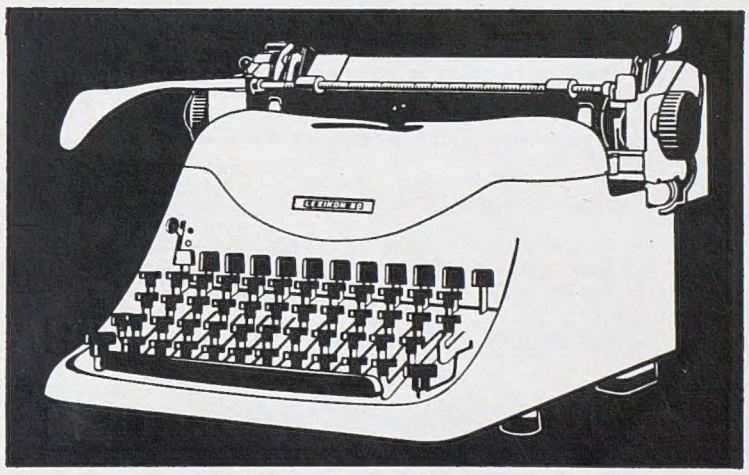

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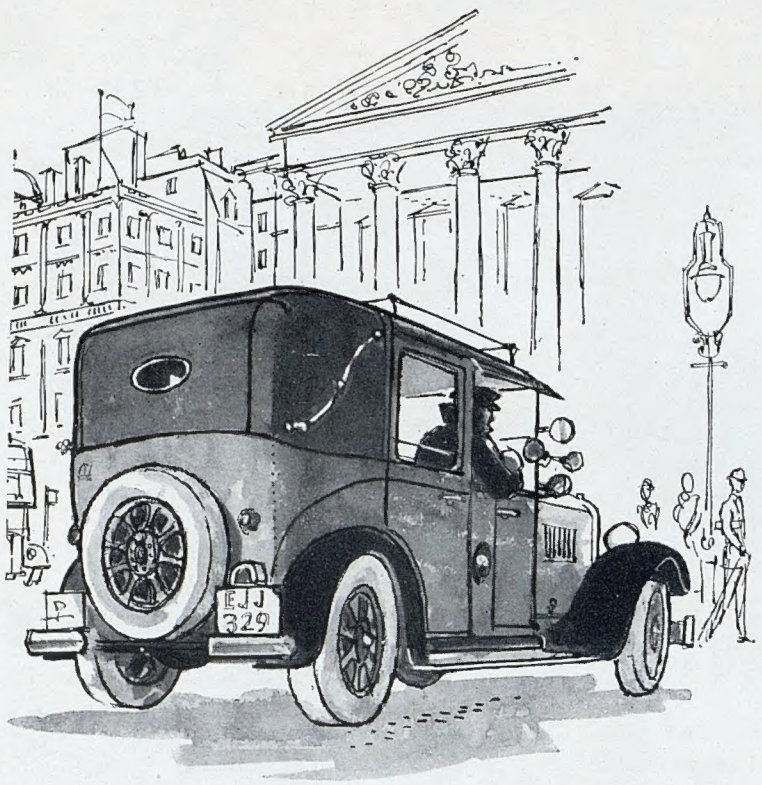

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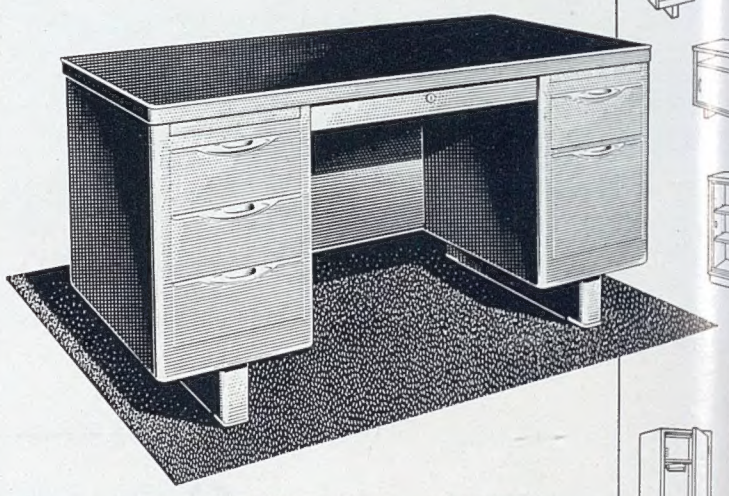

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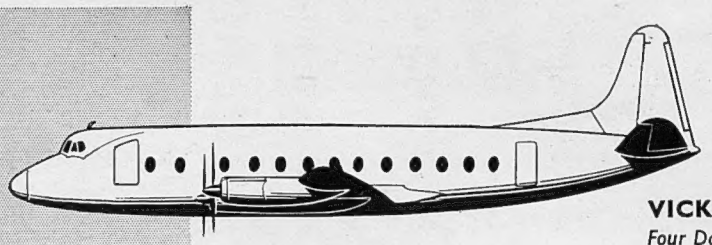

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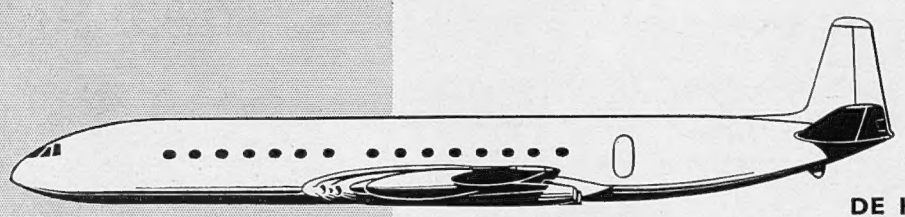
Four Dart prop-jets



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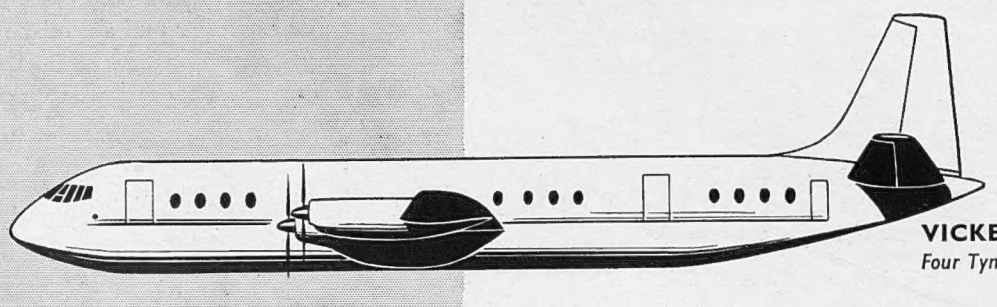

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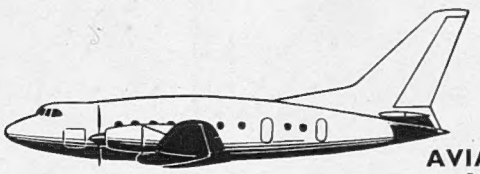

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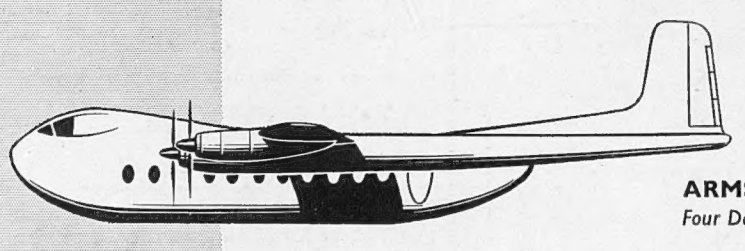

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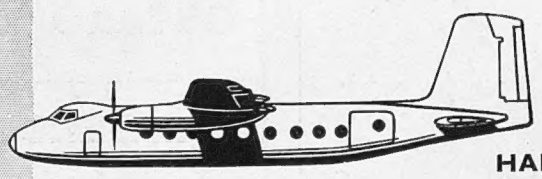

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Volume CCXXXI No. 3005

The SPHERE, London, November 2, 1957

The SPHERE

with which is incorporated THE GRAPHIC

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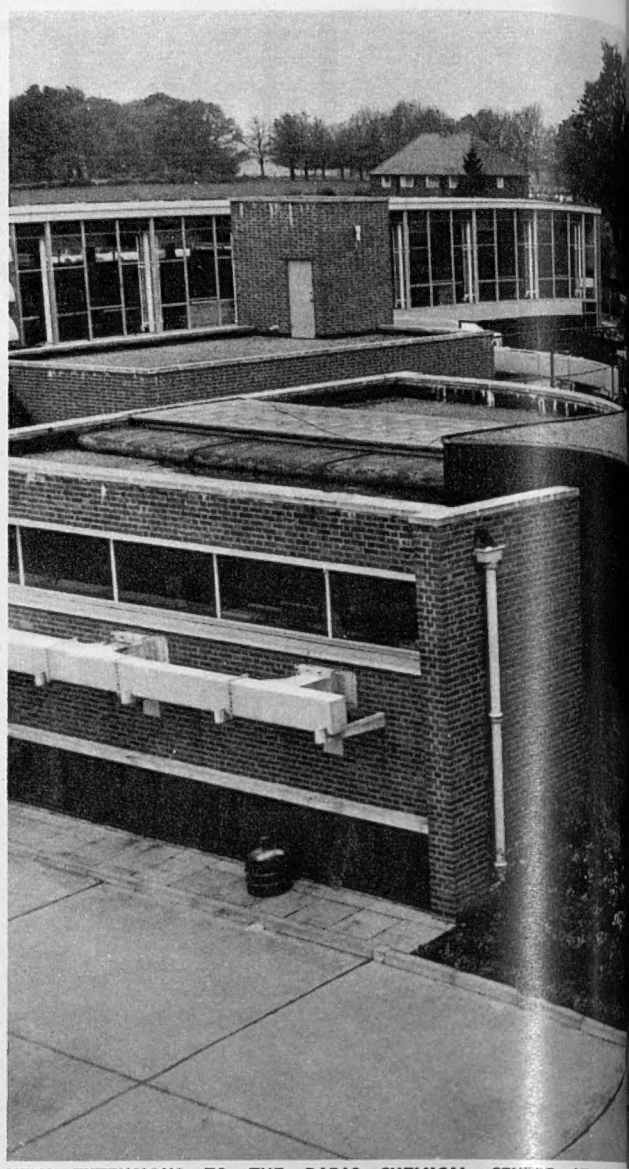
PREPARING FOR THE VITAL "COMMON PURPOSE" TALKS IN WASHINGTON—DISCUSSIONS AT THE BRITISH EMBASSY IN THE AMERICAN CAPITAL: Mr. Macmillan sits with Mr. Dulles and Mr. Selwyn Lloyd. Sir Harold Caccia, the British Ambassador, is standing behind. They had concluded their talks before the Prime Minister started his conference with President Eisenhower. The result was the "Declaration of Common Purpose" which strengthens the Anglo-American and NATO Alliances.

The atmosphere of Anglo-American unity at the Washington talks last week recalled the spirit of solidarity at the wartime conferences at Casablanca and Cairo. The communiqué issued from the White House was aptly described, in its opening words, as a "Declaration of Common Purpose." It outlined six main points. (1) The development of the North Atlantic Treaty Organisation in all its aspects—M. Spaak, the Secretary-General, was present for some of the discussions. (2) Closer collaboration on nuclear matters between America and Britain. (3) Support for the Western Disarmament proposals, rejected by Russia last August. Until disarmament agreement can be reached, Britain and America must retain nuclear weapons for purposes of defence. (4) All these ideas to be discussed next month at the NATO conference which will have a "special character." (5) Reaffirmation of the Anglo-American guarantee to Turkey against aggression. (6) Reaffirmation of the need for the reunification of Germany. From Washington Mr. Macmillan flew to Ottawa for talks with Mr. Diefenbaker. He returned to London last Sunday. (Further pictures on page 177.)

Postage—Inland, 4d.; Canada, 1½d.; Elsewhere Abroad, 4½d.

COMMEMORATING THE TERCENTENARY OF SIR JAMES BALFOUR: Sir Thomas Innes, the Lord Lyon King of Arms, unveils a plaque at Denmiln Castle, to commemorate Sir James, who was Lord Lyon King of Arms during the reign of Charles I; he was deprived of office by Cromwell. The unveiling followed a service of commemoration at Abdie Old Kirk, near Newburgh, Fife.



NEW EXTENSIONS TO THE RADIO-CHEMICAL CENTRE AT AMER... active process buildings at the Radio-Chemical Centre, whi... for yesterday (Friday). The new buildings have been made ... for its products. In the foreground of this picture the ...

Success of a Mission.—The Queen and the Duke of Edinburgh received a well-deserved tribute of gratitude on their return from a mission most successfully and gracefully performed. Its success was proved by their receptions in Canada and the U.S.A. The mission could not have been better timed, for it produced an atmosphere of restored friendliness and understanding in America which must remain undiminished at least beyond the Premier's visit to the President when matters of supreme importance to the world's peace are under discussion. Looking back on the recent attacks on the Sovereign and Court, we may expect that for some time to come they will not be repeated. Those who made them certainly found the "stunt" did not pay. Whether they were made for "circulation," or for personal publicity, they were clumsy, ill-mannered, foolish efforts, and all attempts at self-justification in lieu of apology further humiliated the attackers. A grain of truth can be sifted from this sorry chaff. It *is* true that a nation which has turned from God still needs some outlet for "hero-worship"; they have found it in a form of adulation of Royalty which the Royal Family dislikes and in an intrusive curiosity into details of its private life which is revolting to the Royal Family and to sensible subjects. In this religion its followers have been assisted by broadcasting "observers" and by the sensational Press. It may be desirable that broadcasters should reserve a special solemnity of voice for obituaries. A voice of religious solemnity is not desirable in recording the doings of the Royal Family, who ask nothing more than to be treated as "ordinary" human beings with a specially difficult job to do, whose private lives and holidays, friends and recreations, are as much their own concern as yours and mine are. Canadians and Americans have shown us the way. I think the attacks will cease. The intrusions of the Press are another matter. So long as they continue, there is bound to be irritation felt with the secretariat and Court press authorities by journalists in search of "stories." Young or old, traditionalists or "moderns," these officials will be forced into the same precautions against those who, given an inch, take an ell. We need no further proof that the Royal Family invites no semi-religious worship, asks only the privileges accorded to their subjects with work to do, and seeks to bring up its own children as seems right in its eyes, so that they, too, may do their duty in the state of life allotted them, in the world and under the conditions likely to obtain when their time comes.

A World Slump?—Unless in each case we can offer a perfectly reasonable cause for several disturbing economic features, we have to confess that several such disturbing features exist to-day and point, as they have always before truly pointed, to a temporary world slump. The heavy collapses on Wall Street and the Stock Exchange are one such pointer, not fully explained by our 7 per cent. bank rate. More prophetic is the very sharp decline in raw material prices in all categories, and the economic distress resulting to backward countries which supply them. The evils of a world slump to-day, even one of short duration, are clear to see. Its political effects might be as dangerous as its economic, for politics and economics were never before so closely linked. The good that might come of it few venture to assess, for we all live for the day, live from hand to mouth. Humanity drives on over an uncharted sea and has been deaf to the warnings of Moses and the prophets. Neither will they be persuaded though one rose from the dead. But in human history a day comes inevitably when men are brought up short, must think again and reassess their values. The societies of almost all the nations to-day are haywire. We have lost all standards of valuation of the relative importance of the jobs to be done and of the rates for the jobs. Terrible as is the idea, let alone the prospect, of less than full employment, it is difficult to fix on any other event which could bring us all to accept the stern necessity of a revaluation and a rebuilding of our complicated existence on saner, surer, juster and more practical lines.

A London Newslett...

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Not Cricket.—Mr. Khrushchev's approach to Western Socialists, in office or opposition, very soon received some blunt snubs. I have often felt that if cricket had been a national game in Russia, the ... between East and West would have been swee... 1945. Mr. Gaitskell (Winchester) instantly ... Khrushchev's approach to the Socialist Opposi... "not cricket," it was going behind the prefe... sneaking. Cricket is known, and even played, in ... vania and Holland, and the British idea of what ... not cricket has travelled far overseas. Baseball ... and "French" cricket, and what-not, after all ... standards of morality and decency (a sentence ... ment which should qualify for honourable me... "*This England*"). But the Kremlin boys ... Khrushchev seem always to find recreation in ... stratagems and still seem genuinely puzzled ... stratagems are suspect, seen through or snubbe... perhaps is why the older diplomacy declares tha... scratch a Russian, you find a simpleton—in def... But modern diplomacy relies not on polite form... on force and sabre-rattling, and *there* the Russ... anything but simpletons. It may not be our ... cricket, but their body-line bowling takes wick... raises bumps and bruises. It may be rustic cri... the cracks who face the bowling find it difficult to s...

Windscale.—The Windscale incident ... impress on us that, scientists and laymen alike, ... entering on our brave, new world of atomic ene... the road of trial and error and guess-work. Nothi... in that. The early pioneers of flying did the sa... they were the only victims of the errors and bad ... The caged tiger of atomic energy may range far ... the orbit of its keepers, and when those keepers, ... tiger's escape, assure us that he will do us no ha... instantly take drastic precautions to prevent him ... us, the guess-work is made manifest. "He won't b... oh, he *will* bite, he may bite." We forge on with ... experiments, because we must. It is our hope of sol... in a world-economy which perforce must find new ... of raising power. But we are in a much worse p... for making "safe" experiments than are Russia, A... and many other countries. We must cage our ti... the small, surviving "green-belts" of our insular s... And that being so, nothing can justify withholding ... the public the latest proofs in fullest detail of their ...

RATES OF SUBSCRIPTION TO "THE SPHERE"

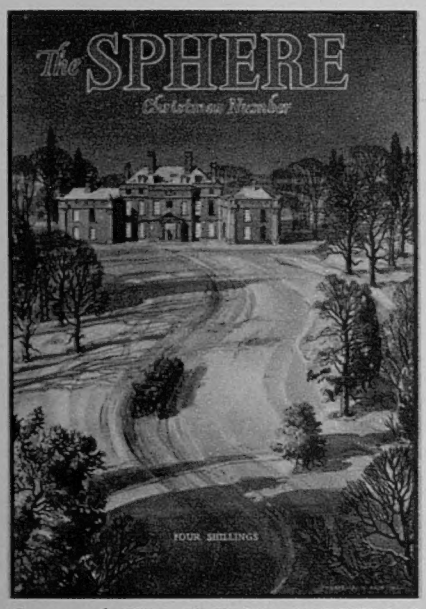
Orders for subscriptions to THE SPHERE *should be handed to any bookstall or newsagent, or addressed to the Subscription Department,* THE SPHERE, *Ingram House, 195-198, Strand, London, W.C.2. The rates for 12 months, including Christmas Number, for Great Britain and Eire, are £6 6s.; 6 months and Christmas Number, £3 5s. 6d.; 6 months without Christmas Number, £3 1s.; 3 months (no extras), £1 10s. 6d. For Canada the rates for the same periods are £5 14s. 6d.; £2 19s. 6d.; £2 15s.; and £1 7s. 6d. For the U.S.A. the rates for the same periods are $18.50; $9.50; $9.00; and $4.50; and for elsewhere Overseas £6 8s. 6d.; £3 6s. 6d.; £3 2s.; and £1 11s. All terms above include postage.*

CKINGHAMSHIRE: A general view of three of the four radio- ension was to be opened by Lord Salisbury at a ceremony arranged the increasing scope of the centre's work and world-wide demands ting delivery of a supply of radioactive material from Harwell.

MUCH ADO ABOUT A VILLAGE FAIR: A general view of the Menai Bridge Fair, Anglesey, which took place despite efforts to have it cancelled owing to outbreaks of foot-and-mouth disease in Caernarvonshire. The horse sales, however, were cancelled. As a precautionary measure wood shavings and sawdust, sprinkled with disinfectant, were laid across the road at one end of the Menai Bridge.

at the risks are negligible. The cision to conduct the inquiry in ivate was excused on grounds of fence security. We are promised be informed of the findings of e scientists within the limits im- sed by security. We may feel at the tiger, caged or uncaged, in ne of war not less than of peace, such a menace to most of us our congested little island as mands the most detailed expli- tion of possible risks and safe- ards to be put before the nation d electorate.

"Built on Coal."—The hancellor held a good brief for the osecution when he outlined the ake's Progress between 1938 and 58 of our vital industry. He was ldressing the Coal Utilisation ouncil, whose motto was "*Burn fore Coal.*" To-day its motto is Burn Less Coal." In 1938 we pro- ced 227,000,000 tons and used at me 189,000,000. The exported rplus earned us £40,000,000 of reign currency. In 1956-57 we dug cluding open-cast) 222,000,000 ns and used at home 254,000,000. dustrial and domestic users now end 10 per cent. of our national come on fuel. The value of our coal imports (paid for per cent. in dollars) cancels out our exports of half a zen valuable manufactures. The Council's slogan to-day "Burning Coal is Burning Money" and few people will spute the truth of that. Lord Mills, insisting that for ars to come coal must remain the principal source of at and power, is thoroughly ashamed of this large portation of coal. The Coal Board is "determined do something about it." When and how? Modern achinery is available and increasingly being installed. here is a pool of skilled labour from abroad, only king to be employed. The rate of home consumption slightly declining, stocks are slightly rising. Consumers e being persuaded to accept the types they don't like. ut by what means and when will the Government or the oard persuade the miners that a cut in absenteeism and a cruitment of skilled foreign labour would benefit them less than the country as a whole? Moses and the rophets have tried for years to reach their ears. What new shots have Lord Mills and the Board in their lockers?



Copies of THE SPHERE CHRISTMAS NUMBER, which will be published on November 8, may be ordered now from your newsagent or at any bookstall, price 4s., or from The Publishers, Ingram House, 195-198, Strand, London, W.C.2, who will send an attractive greetings card giving your name as the donor. Postage 6d. extra.

Poor Parsons.—The *Daily Telegraph* can with justice ask us to consider what sort of parsons we want. Church revenues are fairly steady. Efforts have been made to keep the clergy above the bread line. The result to date is that the average stipend has been raised to £650 a year. An unskilled porter can receive for jobs done, or not done, up to £1,500 a year. The Irish labourers on night shift on the South Bank easily earn £35 a week. The parson also is industrious and works overtime. When some of the lads of his village leave school and go into building or engineering or brickmaking, they can sometimes achieve the parson's wage at eighteen years old. The days of the twin dictatorship of squire and parson are over, and the loss of their influence for good is to be regretted. But if the squire is gone, the parson remains, and if he is to be cramped by poverty from exercising the influence over his flock which he could still bring to bear, his job is hardly worth holding. No one wants or expects him to live in the lap of luxury, least of all himself. But without freedom from want, his zeal and inspiration must die away. Unless he is a St. Francis, his authority must wane if he is a mendicant among his flock. He is still a first victim of inflation. The bare necessities of a decent life at the vicarage are not to be had from his stipend, and the little driblets which charity supplies are inadequate and humiliating. As the *Daily Telegraph* fairly says, the decline in the value of money silently and relentlessly changes the institutions of this country without our knowledge or agreement. Taxation killed the squire, inflation is killing the parson. Oddly enough, the Church of England is still an institution which British Governments are supposed to recognise and provide for.

A Famous Phrase.—A famous sentence in the remarks made by Wellington to Creevey at his headquarters in Brussels on the morning after Waterloo is constantly quoted and seldom accurately. "By God, I don't think it would have done, if I had not been there." In the third volume of Sir Winston's History, the phrase reads: "By God, I don't think it would have *been* done, if I had not been there." Accepting Creevey's journalistic accuracy, to which Gronow paid high tribute, I suggest that Sir Winston's addition is probably a gloss which slipped in as his volume was making. The first responsibility of coping with Creevey's execrable handwriting was Sir Herbert Maxwell's in 1903. By the time I came in 1934 to skim the cream of Creevey again, the whole mass of papers had been typed and, although inevitably the typescript contained a multitude of errors, I followed Maxwell's transcriptions pretty faithfully wherever no obvious error or doubt was to be discerned. This famous phrase seemed (and still seems) to me to be exactly right, right for the times and typical of the Duke's style of expression. "I don't think it would have done" was then (and still is among sportsmen and the old school) a not unusual phrase, and if it comes to that, unless Sir Winston's searchers have once more visited Northumberland and disturbed that vast bulk of autograph papers, the addition of the word "been" (which spoils the rightness of the phrase) can only have been a gloss on the authorised version given in Maxwell's *Papers*, my own *Life and Times* and my current "omnibus" Creevey. I hope that "been" will vanish from the second edition of Sir Winston's volume. It is one of those "beens" that is a "never was."

Close Season for Deer.—It is good news to me, supplied by our local Forestry Warden, that the appointment of a Prime Game Warden for Forestry in England and Wales has resulted in the acceptance of a close season for the destruction of deer of all kinds. More than that, I understand shooting at deer with shotguns will cease on Forestry lands and that the wardens, who are usually skilled with firearms, will be issued with suitable rifles to be used with meticulous precaution and used not to decimate but to thin out old or weak specimens. These humane and sensible rules do not, of course, bind farmers. Their shotgun "posses" will, I fear, continue to spare neither age nor sex nor cease to wound many deer when the guns are in unskilled or ruthless hands. But by so much, the Forestry Commission decision will help to prevent the complete extermination, in my county of Sussex at least, of the native roe-deer which suffer unrecognised in the farmers' drives against the fallow escaped from parks. A few roe, if suffered to survive, do comparatively little harm compared with that done by larger deer and are a delight to the eye of every country-lover whose walks abroad are robbed more and more of wild life.

THE OLD STAGER

CRISIS DAYS IN FRANCE

Vain Attempts to Form a New Government and a Nation-Wide Strike

Critical days for France continued last week. It is true that the gloom lifted temporarily when there seemed a chance that a new Government was at last likely to be formed. But this news coincided with another of the one-day nation-wide strikes which have recently afflicted the country. On this particular occasion it was largely public transport which was affected, trains, buses and airlines all being brought to a standstill. Public services such as gas and water were working at low pressure in many places.

Meanwhile, after nearly a month of Government crisis, it seemed that M. Mollet, the Socialist leader, would be able to form a Cabinet. By Monday of this week he had drawn up his list and was ready to put it to the Assembly for approval. He had formed a broad-based coalition of all the centre parties and included in it five ex-Prime Ministers. M. Mollet himself was Premier a year ago at the time of the Suez intervention and gave way this year to M. Bourgès-Maunoury, the outgoing Premier. The other four ex-Premiers in the Mollet list were M. Schuman, M. Pleven, M. Queuille and the seventy-three-year-old M. Daladier, Prime Minister at the time of Munich and the outbreak of the war. But early on Tuesday all hopes were dashed, the Assembly voting against M. Mollet by a majority of 62. France's search for a new Prime Minister had to start all over again.

HOPES WHICH ENDED IN FAILURE: M. Mollet, the Socialist leader, is interviewed on leaving the Elysée Palace in Paris after undertaking to attempt to form a new Government. But after a few days of hope, the Assembly voted against him last Tuesday.

AN UNSUCCESSFUL CABINET-MAKER: M. Pinay, the right wing Independent leader, talks to reporters outside the Elysée Palace. His attempt to form a Government had proved unsuccessful before M. Mollet's equally vain effort.

DURING THE 24-HOUR GENERAL STRIKE IN PARIS: *Above*—A square near the Markets is covered with litter because the dustmen and street cleaners were not working. *Below*—The deserted bus terminal at the Porte d'Italie. Almost all the public transport services came out in the strike which was called throughout the whole country on Friday of last week. In most places the day passed without serious incidents, but on the evening before there was rioting at St. Nazaire in which one man was killed and twelve workers and fifteen police injured.

ONE OF FIVE FORMER PREMIERS IN THE MOLLET LIST: M. Queuille (left) was nominated a Minister of State by M. Mollet in his abortive Cabinet list. It included five former Premiers of France, among them M. Daladier.

LEADERS FROM BOTH SIDES OF THE ATLANTIC IN CONFERENCE: At the White House Mr. Eisenhower is flanked by Mr. Macmillan and M. Spaak, the Secretary-General of NATO, with Mr. Selwyn Lloyd and Mr. Dulles behind. In the opinion of most commentators the three days of meetings did much more than fully restore Anglo-American mutual confidence, which was broken almost exactly a year ago over the Suez intervention. The talks took the transatlantic alliance a stage further forward, especially with regard to the exchange of nuclear secrets. The presence of M. Spaak stressed that Britain and America were conferring as members within the wider community of NATO. It is believed that Mr. Eisenhower and Mr. Macmillan will attend the NATO Council meetings in Paris next month. On his return to London the Prime Minister said that he believed "the time has passed when countries, however strong, can follow independent policies." The Washington conference was "a declaration of the interdependence of the free countries."

TRANSATLANTIC CONFERENCES

The Top Level Discussions in Washington and in Ottawa

PRESIDENT AND PRIME MINISTER: Mr. Eisenhower and Mr. Macmillan pose at the White House during a break in their first evening of conference. Their talks continued during the evening meal which was described as a "working dinner party."

IN THE CAPITAL OF CANADA: Mr. Macmillan and Mr. Selwyn Lloyd, on their way back to London from Washington, enjoy a joke with Mr. Diefenbaker in Ottawa. Among engagements in the Canadian capital, they attended a Cabinet meeting.

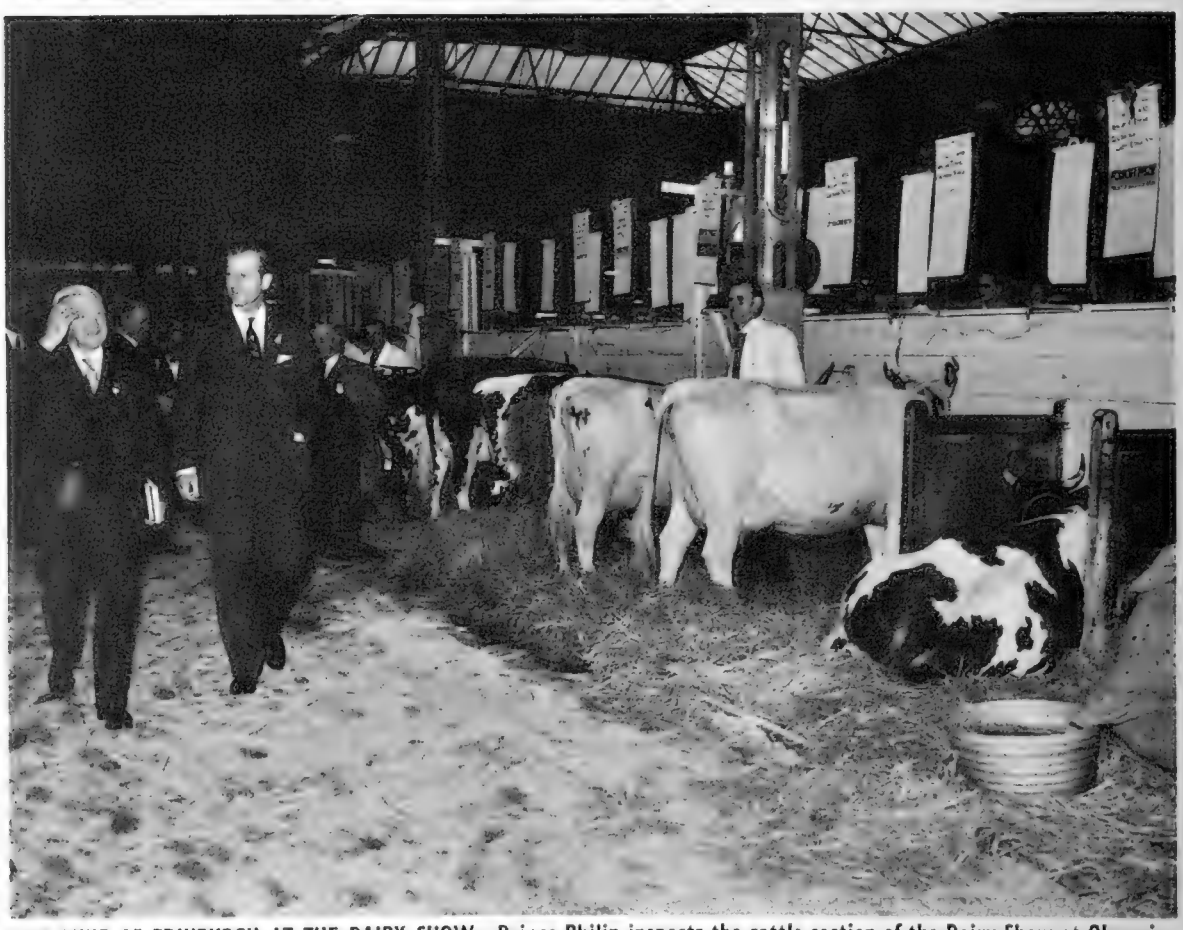
THE NEWS IN PICTURES

THE QUEEN MOTHER VISITS A HUSSAR REGIMENT: Her Majesty passes along the ranks of Old Comrades of the 7th Queen's Own Hussars, of which she is Colonel-in-Chief, at Kandahar Barracks, Tidworth, Wilts. She was paying her first visit to the regiment which returned home from Hong Kong at the beginning of September. The unit is due to amalgamate with the 3rd The King's Own Hussars next October. During her visit Queen Elizabeth presented Long Service and Good Conduct medals.

THE QUEEN IN SCOTLAND: Crowds gather at the entrance to Meigle Parish Church, in Perthshire, to see the Queen and Prince Philip leaving after they had attended morning service last Sunday. The Queen wore a bottle-green suit and a hat in a lighter shade. Her Majesty and Prince Philip spent the weekend on a private visit to Lord Elphinstone.

On left—

A ROYAL ATTENDANCE AT CHURCH: The Queen and Prince Philip are escorted to Meigle Parish Church by the Minister, whose robes are caught in the wind. As it was harvest thanksgiving, the church was decorated with fruit and flowers. The visit of the Queen and Prince Philip to Scotland ended last Monday when the Royal couple returned to London.



THE DUKE OF EDINBURGH AT THE DAIRY SHOW: Prince Philip inspects the cattle section of the Dairy Show at Olympia, London. With him is Mr. T. W. Palmer, who is an honorary director of the Show. Besides the show of livestock of various breeds there was a wide range of mechanical aids for dairying displayed at the Exhibition, which finished last week

PRINCESS MARGARET AT THE RACES: She is seen in the paddock at Newbury Racecourse, in Berkshire, where last Saturday she attended a meeting with the Queen Mother. Princess Margaret wore a light-coloured two-piece suit with a hat to match.

THE NEWS IN PICTURES

MYSTERY IN THE KREMLIN: Marshal Zhukov (*left*), it was announced last week-end in Moscow, has been released from his post of Minister of Defence and succeeded by Marshal Malinovsky (*right*). No explanation was given for this.

At the week-end the Kremlin added another chapter to the long series of mysteries about the working of its inner politics. On Saturday night official Soviet sources announced briefly and almost casually that the Presidium of the Supreme Soviet of the U.S.S.R. had appointed Marshal Malinovsky Minister of Defence and released Marshal Zhukov of his obligations as Minister. At once there was world-wide speculation.

There were two conflicting theories. One was that the Marshal had been dismissed, the other that he was to be promoted to even more important duties than hitherto. The dismissal school pointed out that Zhukov is a popular figure and a strong man, probably the only member of the Kremlin circle who could challenge Mr. Khrushchev. He had, it was recalled, been relegated into comparative obscurity by Stalin. The Zhukov-for-promotion supporters maintained that Russia on the eve of the celebration of the fortieth anniversary of the Bolshevik Revolution would not want an internal crisis. The Marshal was not being disgraced but would in due course be appointed Prime Minister or even President. However, many experienced observers inclined to the view that the Marshal had been dismissed

CHEERS FOR THE EGYPTIAN ARMY IN SYRIA: A dense crowd is packed in a square in Damascus below a balcony on which Egyptian officers are appearing. The demonstration was organised to greet representatives of the Egyptian forces which Colonel Nasser has sent to Syria. According to Cairo the Egyptian troops had been dispatched under the terms of the Egyptian-Syrian military alliance. No detailed information has been given of the strength of the Egyptian formations, but it is known that armoured units are among them. At the beginning of this week tension still continued between Syria and Turkey, but in London Mr. Macmillan, referring to the Anglo-American declaration of support for Turkey, said that it was difficult to know how much of the threat being made against that country was bluff. But, he added, he thought, like all threats "it will not come off if it is known it is to be resisted."

EVE OF THE POLL IN TURKEY: The Freedom Party holds an open-air meeting in Istanbul. The general election in Turkey took place last Sunday. Strict security measures were taken at all polling booths and voting was orderly. First reports indicated that Mr. Menderes, the Prime Minister, and his Democratic Party would be returned with a smaller majority.

On right—

A POLITICAL TRIAL IN EGYPT: Prisoners sit behind a wire cage as they face trial in Cairo to answer charges of being leaders of the outlawed Egyptian Communist Party and of attempting to overthrow the existing regime. Of the eighteen prisoners seven admitted to the charges and the remaining eleven pleaded not guilty. Among the alleged Communists were a woman schoolteacher and a girl student.

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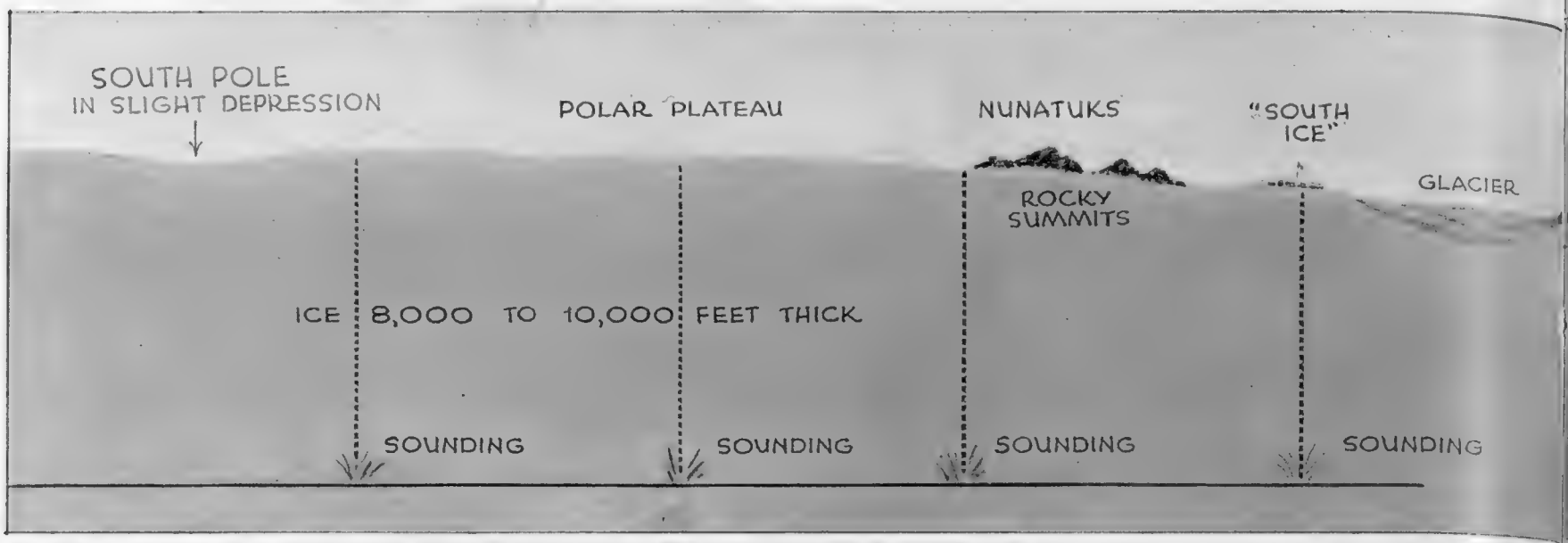
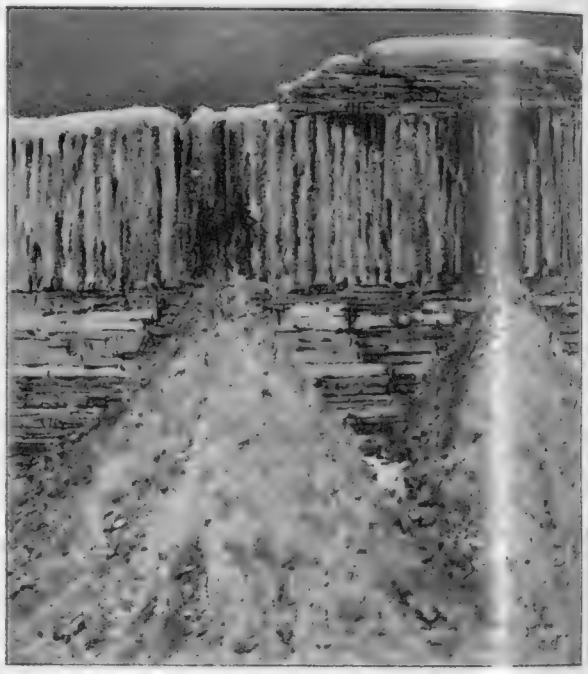


THROUGH POLAR SNOW : The dotted line indicates the probable route to be followed by the trans-Polar explorers when they set out on their historic march in the middle of this month. Dr. Fuchs hopes to spend Christmas somewhere in the region of the Pole, from where they will continue across Antarctica to McMurdo Sound.

SOUTHWARDS TO THE POLE

Plans for the Epic Trans-Antarctic Journey of the Commonwealth Expedition



COAL DEPOSITS IN ANTARCTICA: This artist's impression gives an idea of the curious shapes of the mineral deposits covered by the snows in the Theron and Shackleton Ranges.

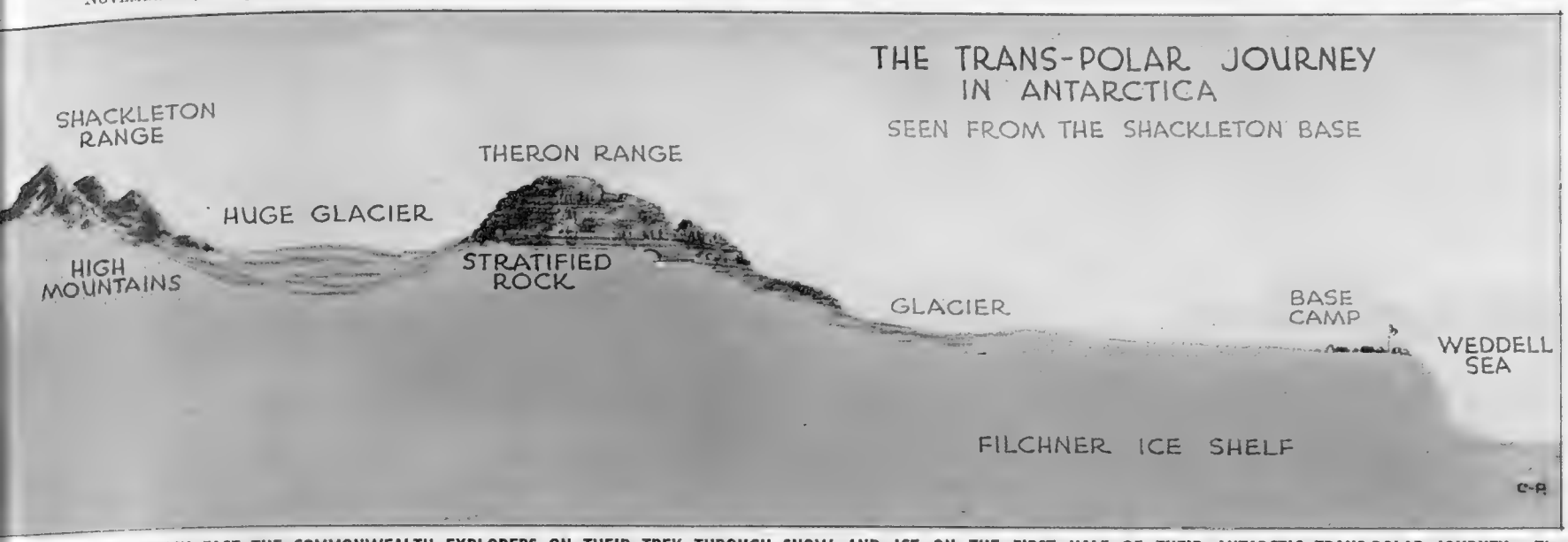
November 14, 1957, may well prove a red letter day in the calendar of Polar exploration, for on that date Dr. Vivian Fuchs proposes to start with his team to fulfil that dream of all explorers in the Great White South—the land crossing of Antarctica over the Pole.

It is a feat which has never yet been accomplished. Indeed only one man previously has set out to attempt it—the late Sir Ernest Shackleton, whose expedition came to calamity in the crushing icepack of the Weddell Sea. That was forty-two years ago. To-day the Commonwealth Antarctic Expedition has available to it a mass of more recently accumulated knowledge and experience and all the modern devices and inventions which can possibly assist it. But still it will require an almost unparalleled exercise of human endeavour to conquer the Pole.

The Commonwealth expedition consists of two sections. The first is the main party under the leadership of Dr. Fuchs which is to make the trans-Polar crossing from the Weddell Sea to McMurdo Sound. The other is a subsidiary but none the less vital party led by Sir Edmund Hillary. This latter group has wintered at McMurdo Sound and has been assigned the task of marching to within 500 miles or so of the Pole and establishing bases for Dr. Fuchs as he covers the second stage of his epic crossing.

Originally it had been planned that Fuchs and Hillary should meet actually at the Pole. The ambition of the conqueror of Everest to add the southern limit of the globe to his unique laurels is fully understandable. However, on the final assessment of the plans it was considered that the best service to be given by the Hillary party would be for them to advance from McMurdo Sound to about 500 miles from the Pole and no farther, establishing on the way essential bases for Dr. Fuchs on his latter stage. Hillary has already set off on this most important operation with eight other New Zealanders. If all goes well, he should welcome the trans-Polar team at his advance base early in January.

The drawings on these pages are concerned with the first stage of Fuchs' journey—the trek of about 1,000 miles from the Weddell Sea to the Pole. Until his expedition established itself at its Weddell Sea base, little beyond the coastline had been explored. The advance party was at the base camp in



THE HAZARDS WHICH FACE THE COMMONWEALTH EXPLORERS ON THEIR TREK THROUGH SNOW AND ICE ON THE FIRST HALF OF THEIR ANTARCTIC TRANS-POLAR JOURNEY : The diagrammatic sketch shows some of the great obstacles Dr. Fuchs and his team will have to overcome in their march to the Pole from the Weddell Sea. The first stage is across the Filchner Ice Shelf and through the Theron Range. Next, two mighty tracts of glacier are broken by the forbidding peaks of the Shackleton Range. At "South Ice" a depot was established early this year and a small party has spent the Antarctic winter there. Then on to the Nunataks and the long Polar Plateau which surrounds the Pole. Throughout the march, soundings will be made through the ice, which is often several thousand feet thick, to ascertain whether Antarctica is a solid land mass or an archipelago buried deep below the ice.

1956 and the main party settled in for the Antarctic winter in the early months of this year. Before the darkness of the winter descended much valuable reconnaissance had been done, including the dispatch by air of a party of three to "South Ice," an advance base deep in Antarctica, which will be one of the main depots for stores on the march to the Pole. The original "South Ice" party, having wintered there, was relieved by air last month.

This was one of the first moves in Dr. Fuchs' final phase of preparations. Other preparations have been concerned with pioneering the route at some of its most difficult points. For instance, a dog team has been flown to the Shackleton Range of mountains to "prove" a way through it, and many surveys have been made by the expedition's aircraft. Now the explorers are gathering together again at their base in readiness for the starting day.

The dash to the Pole and beyond—and it has to be a dash because of the shortness of the Antarctic summer—can best be seen in its component stages. First over the Filchner ice to the Theron Range—the mountains which were only discovered and named less than two years ago. Then a long march on glaciers broken by the peaks of the forbidding Shackleton Mountains. Next, much-needed supplies at "South Ice" base and then over the plateau to the Pole itself, which actually lies in a slight depression. This part of the journey could easily be 1,000 miles. And, in the second half, from the Pole to McMurdo Sound, the distance may be little less. But at least by the half-way mark from the Pole Dr. Fuchs should link up with Sir Edmund Hillary. Incidentally, it is estimated that the former should spend Christmas very near the Pole.

Probably 99·9 per cent. of mankind would concede that crossing over the Pole was an end sufficient in itself. But Polar explorers nowadays do not just march. They also investigate their surroundings all the time. For instance, are there large coal and anthracite deposits in Antarctica? It has always been believed that this is so and superficial investigation of the Theron and the Shackleton Ranges has indicated a probability. The trans-Polar geologists hope to make sure—one way or the other. Another point is the actual structure of the 5,000,000 sq. miles of snow and ice surrounding the South Pole. Until recently it was always accepted that Antarctica was a frozen continent, as opposed to the Arctic, which is a frozen sea. Now grave doubts have been thrown upon this thesis in regard to the Antarctic and it has been suggested that it really consists of a gigantic archipelago with its islands buried thousands of feet below the ice. To find proof or disproof, the expedition will take soundings by means of seismographic shock waves at regular points en route.

Add to these tasks such matters as mapping and charting hundreds of miles of untrodden territory; observing the reactions of the human body to Polar conditions and studying the correct diet for such low temperatures and one realises that this is an undertaking which requires men of super-human mind and body. The value of the results to human knowledge may be incalculable.

GUARDIANS OF THE FASTNESS OF THE SOUTH POLE: The drawing shows a bastion of coal and anthracite rocks of the type which almost certainly will face the Commonwealth explorers on an early stage of their journey through the Theron Mountains. In recent weeks Dr. Fuchs and his men have been making route-proving trips prior to starting on their great attempt on November 14.

On left—

"TABLE MOUNTAIN" IN THE POLAR WASTES : The flat-topped prominence is a landmark in the Theron Range which was discovered only a year ago. These mountains lie some 200 miles inland from Shackleton Base on the Weddell Sea, where the Commonwealth Expedition has wintered, and are the first high barrier which will have to be overcome on the way to the South Pole. Preliminary investigation had indicated that the Theron Range, and also the Shackleton Range beyond, may be abundant in coal and anthracite. It has been believed for many years that the Antarctic is rich in these minerals. The party which Dr. Fuchs is leading will include geologists to make observations wherever possible. Within the next four months it is hoped that the Commonwealth Trans-Antarctic Expedition should have achieved the dream of Sir Ernest Shackleton—the trans-Polar crossing of Antarctica.

A WELCOME FOR THE NEW AGA KHAN: His Highness is greeted by the leaders of the Dar-es-Salaam Council during the ceremonies on the occasion of his robing and installation as Imam of the Ismaili Community. The Aga Khan occupies the chair in which his late grandfather had been weighed against diamonds during his jubilee in 194[illegible].

INSTALLATION OF THE AGA KHAN

A Day of Religious Ceremonial for the Ismaili Community at Dar-es-Salaam

The enthronement at Dar-es-Salaam of the new Aga Khan as the spiritual leader of the Ismaili Community was the first of several similar ceremonies. Thousands of his followers were present, as well as a number of distinguished guests, including the Governor of Tanganyika and the British Colonial Secretary. In the actual ceremony of installation, which was accompanied with prayers and readings from the Koran, the Aga Khan, in a crimson and gold robe, was crowned with a golden turban. He also had a golden chain placed round his neck, a signet-ring on [illegible] finger and a sword of justice in his hand. During the proceedings leaders of each section of the Ismaili Community went on to the dais to pay homage. Earlier, the Aga Khan had attended prayers in a Mosque. He also watched a parade which included representatives of youth organisations. The decision to hold the installation ceremony in more than one place was made so that the Aga Khan's followers could avoid time and expense in travelling.

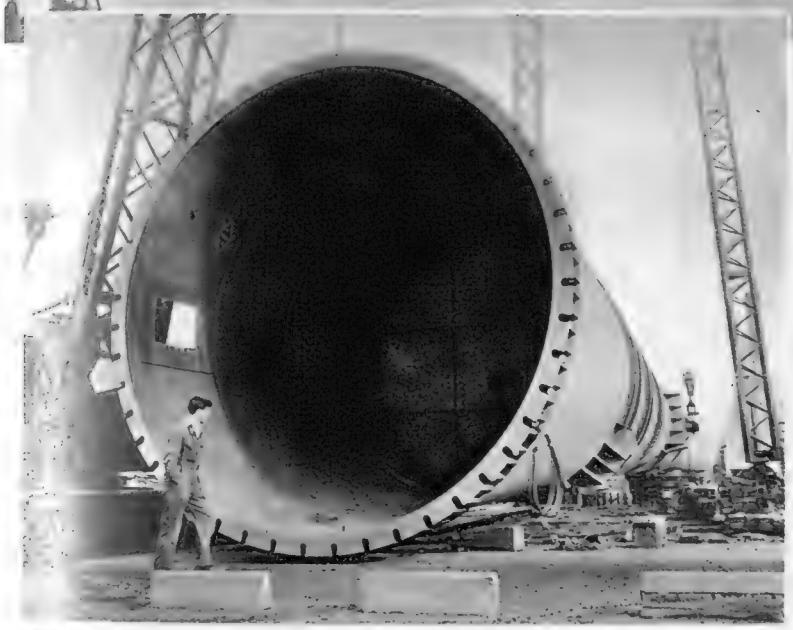
OFFICIAL VISITORS AT THE CEREMONY: *Left*—Prince Abdullah, from Zanzibar, greets the Aga Khan after the installation. The Aga Khan is wearing a crimson and gold robe. *Right*—Among those walking to their seats before the arrival of the new Imam are Mr. Lennox-Boyd, the Secretary of State for the Colonies, and the Begum Aga Khan, widow of the late leader. The Governor of Tanganyika, Sir Edward Twining, and Lady Twining, the Chief Justice and the Aga Khan's parents were also present.

EXPANSION IN KENT

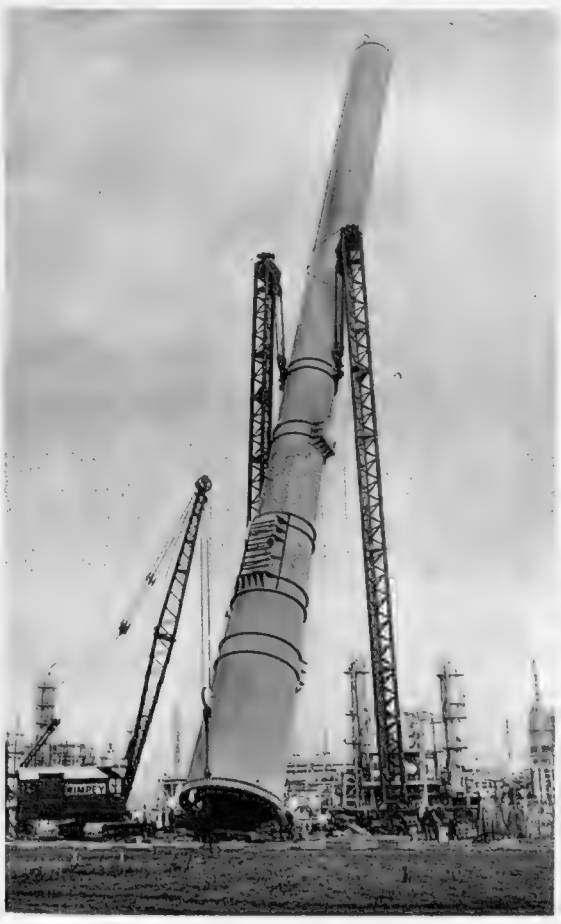
A Large Chimney Erected at the British Petroleum Oil Refinery

On left—

UP SHE GOES: The enormous steel chimney which was erected last Saturday at the oil refinery of the British Petroleum Co., Ltd., on the Isle of Grain, in Kent, is being raised into its position with the aid of gin poles and a crawler crane. The chimney is 250 ft. in height and weighs 130 tons. The operation was one of the heaviest lifts to be carried out during the current expansion programme in Kent. When put into use the chimney will form part of a 10,000 barrels a day catalytic reformer unit which will be associated with aviation gasolene production. There have been a number of exceptionally heavy lifts since the start on October 1 last year of the £30,000,000 scheme to increase the annual processing capacity of the refinery from 4,500,000 tons to over 7,000,000 tons a year. This is to enable aviation gasolene to be produced. One of these lifts, the erection of a 160-ft.-high tower of the alkylation unit, is also a part of the aviation gasolene plant. This structure, weighing over 136 tons, was raised from the horizontal to the vertical in about three hours.

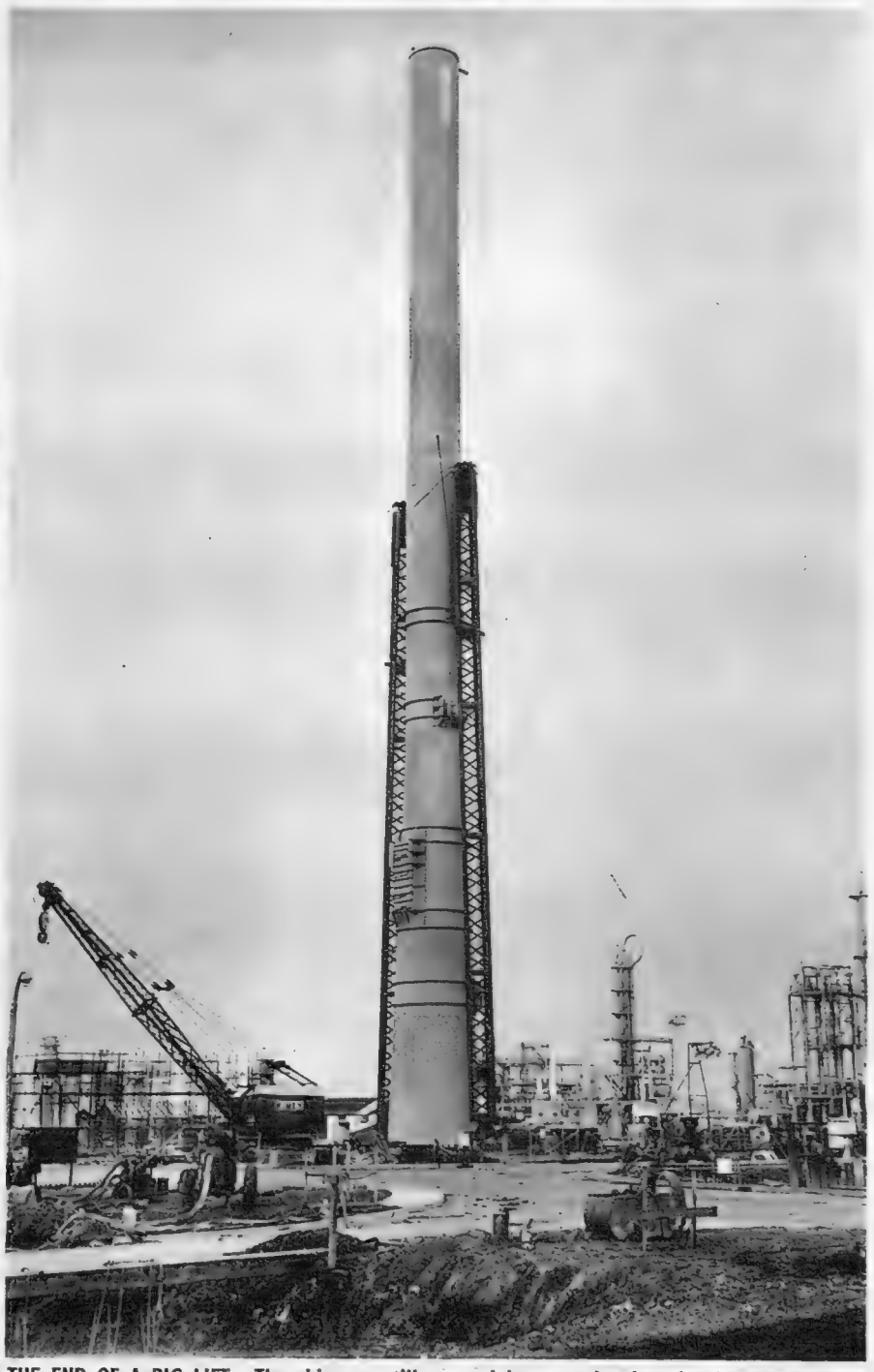


AT THE BOTTOM OF THE CHIMNEY: Some impression of the enormous size of the chimney at the base can be gained by comparing it with the height of one of the workers as he passes in front of it. The structure was lowered on to bolts which were inserted in the holes round the outside of the rim to keep it securely in position. The final lowering of the chimney called for a high degree of accuracy and skill on the part of all the workers employed on the job.



On right—

ALMOST IN POSITION: The chimney, held by the ropes of a pair of gin poles, is almost in the vertical position. The jib of the 30-ton crawler crane on the left is attached to the base as a guide. It took the workmen exactly three hours to raise the tower from the ground.



THE END OF A BIG LIFT: The chimney, still secured between the gin poles, is in its vertical position. The wire ropes stretching from the top of the gin poles to various points on the ground were used as strengthening guides. The raising of the structure caused considerable interest and was watched by a number of officials at the site.

MONT BLANC DE COURMAYEUR AS SEEN FROM MONT CHÉTIF: In the right centre is the Brenva Glacier, and on the left-hand side of the summit are the dark pinnacles of the Aiguille-Noire de Peuterey. The rocky pyramid on the skyline above the glacier is Mont Maudit. Over on the extreme right are Mont Blanc-du-Tacul and the Tour Ronde. Mont Blanc, the loftiest peak in the Alps and the highest mountain in Western Europe, was first climbed in 1786 by Dr. Paccard and his guide, Balmat.

THE ALPINE CLUB CENTENARY 1857-1957

Article and Drawings by VICTOR COVERLEY-PRICE

Member of the Alpine Club, author of "An Artist Among Mountains"

ON November 6 the Alpine Club will be 100 years old. Its right to bear the proud title—*The* Alpine Club—rests on the fact that it was the first mountaineering club in the world. Inevitably, in an age when travellers, explorers and scientists were beginning to discover the beauty and fascination of mountains, it was soon followed by others. The Austrian Alpine Club was founded in 1862 and the Swiss Alpine Club in 1863. Now, throughout the world, there are hundreds of clubs and associations, local, regional and national, for climbers, walkers and mountain-lovers. But it is still a privilege, regarded sometimes with awe, to be a member of the Alpine Club. There are at present about 580 members. For at least half a century before the foundation of the Club the Alps had been explored, largely for scientific purposes, not only by Englishmen, and several of the highest peaks had been climbed. John Ball, who was to become the Club's first President, was a scientist who had travelled through the Alps from end to end, while as early as 1760 the Genevese scientist, de Saussure—one of the most famous names in Alpine history—had offered a reward for the first ascent of Mont Blanc and he himself made the third ascent in 1787.

In what is now known as the Golden Age of British Mountaineering, from 1854 to 1865, more than three-quarters of the thirty-nine peaks in the Alps exceeding 13,000 ft. were conquered by British climbers. The highest peak of Monte Rosa, second only to Mont Blanc, was first reached in 1855 by a British party that included the Rev. Charles Hudson, who in 1859 completed the opening of a first-rate alternative route up Mont Blanc. One of the finest climbers of his day and a pioneer of guideless climbing, he was a member of Whymper's ill-assorted party that finally conquered the Matterhorn in 1865 and he was killed, through no fault of his own, in the tragic accident that occurred during the descent.

The idea of forming a club for mountaineers first arose in the mind of a young Cambridge man named William Mathews in 1856, and he mentioned it to some Cambridge friends in Switzerland. In February 1857 he repeated his suggestion in a letter to one of them, the Rev. F. J. A. Hort, and that summer, while he was making the first English ascent of the Finsteraarhorn with a cousin and E. S. Kennedy (who had been with Hudson on Monte Rosa), it was definitely decided that a club should be started. From that moment Kennedy took an active part in its formation. On November 6, 1857, he was present at a small dinner-party given by William Mathews' uncle at his home, Leasowes, in Warwickshire, when a list of men who might be invited to join the club was drawn up. Kennedy then sent them a circular stating the objects and proposed rules of the club and in due course some twenty or thirty favourable replies were received. Thus the Alpine Club was born.

The first meeting, when the Club was officially founded, was held on December 22, 1857, at Ashley's Hotel, Covent Garden, with Kennedy in the chair, and the first dinner took place on February 3, 1858, at the Thatched House Tavern in St. James's Street. In March John Ball was elected President and in November it was resolved "that members should be invited to send to the Hon. Secretary a written account of any of their principal expeditions, with a view to the collection of an interesting set of such documents for the general information of the club." In 1859 a number of such accounts were published in *Peaks, Passes and Glaciers*, a fascinating book edited by John Ball, and in 1862 a second volume appeared. In the following year *The Alpine Journal* was published for the first time and the long succession of volumes since then contain records of exploration, adventure and, above all, of enjoyment of holidays among mountains that form one of the healthiest branches of English literature.

THE ALPINE CLUB HEADQUARTERS: The view looking down the stairway to the library and the lecture hall and gallery. On the right of the stairs are portraits of past Presidents.

In the earliest days the qualifications for membership were not very exacting, although it must be remembered that the pioneers had few of the facilities, such as rapid travel, mountain huts, efficient equipment and experienced guides, that encouraged their successors. In the Golden Age the guides, who were generally peasants who had learnt to travel among mountains in pursuit of chamois—or even as smugglers—served more often than not as porters, while their British clients sought out new routes and led the way. But later generations of guides have included many who have become famous for mountaineering skill and many members of the Club learnt their mountain-craft from them.

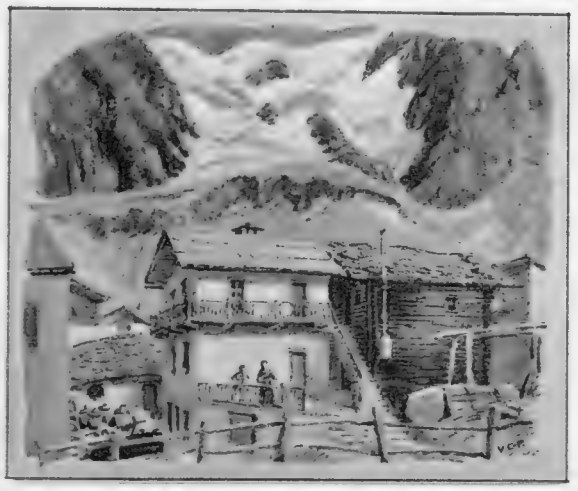
Climbing in the Alps, than which there can scarcely be a more inspiring (if sometimes arduous) form of recreation, was promoted by the development of the railways on the Continent between 1850 and 1856, and it was natural that men in the learned professions, who were able to take reasonably long summer holidays, should be attracted by this new sport. Many of the original members of the Alpine Club were clergymen, lawyers, doctors, members of the Civil Service and teachers. It happened that a high proportion of them were Cambridge men and, lest anyone should think that physical achievement is seldom allied to intellect, it is worth recording that a number of them who became, by any standards, most accomplished climbers, were distinguished scholars. A few examples will serve to illustrate this.

The Rev. F. J. A. Hort, one of the founder-members, entered for all the available Honour Triposes at Cambridge in 1850-51. He came out as Third Classic and got Firsts in moral sciences and natural sciences. Vaughan Hawkins, who was educated at Harrow and Cambridge, was Senior Classic and a Wrangler in 1854. The Rev. J. B. Lightfoot, who took an active part in the formation of the Club, although he was not a member, was Senior Classic, a Wrangler and later Bishop of Durham. John Tyndall was a Fellow of the Royal Society and Sir Leslie Stephen was an essayist and editor of the *Dictionary of National Biography*. These are but a few of many. Oxford was represented by such men as Hornby, who took a First in 1849 and became Provost of Eton; Sir James Ramsay, who took a double First in 1854, and Jex-Blake, who took a First in 1855 and became Headmaster of Rugby and Dean of Wells. This tradition continues until the present day. It would be invidious to mention living members by name, but an outstanding recent example was the late L. S. Amery, who held high Government offices and was President of the Alpine Club from 1944 to 1946.

The Alpine Club, designed originally to give members an opportunity to dine together at least once a year and to discuss their experiences, has never been a club in the sense understood in Pall Mall. It is essentially an association of mountain-lovers, qualified, in the opinion of the Committee, by their achievements. Qualification has never depended solely upon the number or the standard of climbs: contributions to mountain literature and art have also been taken into account, and Ruskin, for example, though he never reached an altitude of 10,000 ft., was a member from 1869 to 1882. But most members have had several good seasons of climbing. The tradition of the Club has always been an amateur tradition, unconcerned with rivalry or competition;

A FAVOURITE AREA FOR MANY ROCK-CLIMBING PARTIES: The scene is of the Rosengarten (Catinaccio) from a point near the Rotwand Hut. The peculiar limestone formation of the Dolomites makes them a paradise for rock-climbers.

ONE OF THE GREATEST MOUNTAINS OF THE ALPS: The earliest attempts to climb the Matterhorn, on the frontier of Italy and Switzerland, were made on the Italian side, seen here in all its rugged grandeur. The Col du Lion is on the left. The Hotel Mont Cervin (in the foreground) is where Edward Whymper and other climbers used to stay.



THE REMAINS OF AN ANCIENT HUT: The wooden shack is where the famous Genevese explorer, H. B. de Saussure, stayed while at the village of Breuil 170 years ago.

but not a few of the members have shown themselves to be as skilled on rock, ice and snow as any professional guide. The present regulations governing membership state that "The Committee, whilst recognising the value of guided climbing in the development of technique, would also stress the importance of unguided climbing and especially of leadership therein."

For many years the Club had no permanent headquarters. Some of the early meetings were held in a member's chambers in Stone Buildings, Lincoln's Inn. But in 1895 the Club acquired accommodation in a house in Savile Row, where there was room for meetings, for the growing library and for photographic exhibitions. In 1937 the Club transferred to its present headquarters at 74, South Audley Street, which comprises a fine hall and picture gallery, a library and the Secretary's office. But there is no provision for meals and, except when there is a meeting, it is rare to find more than one or two members on the premises, probably reading in the library in preparation for their next visit to the mountains.

As the name of the Club implies, the Alps were its nursery and remain its chief training-ground, but the members have never confined themselves to that region. Long ago some of them, in search of novelty, went to Norway, to the Pyrenees and to Corsica. In 1868 a British party, including D. W. Freshfield, made an expedition to the Caucasus and climbed Mt. Elburz, the highest peak. In 1879 Whymper, the sole British survivor of the Matterhorn tragedy, took two guides to South America and climbed a number of mountains, including Chimborazo and Cotopaxi. In 1897 a British climber led the way to the summit of Aconcagua, the highest in the Andes. Meanwhile, there had been other expeditions to North America, to the mountains of New Zealand and to the Himalaya. Among the pioneers in these distant regions were such famous mountaineers as Martin Conway (Lord Conway of Allington), who led some of the first ascents in Bolivia and also climbed Aconcagua; A. F. Mummery, who was lost while attempting a high pass into the Rakiot Nullah, near Nanga Parbat, and D. W. Freshfield, who made a tour of Kangchenjunga in 1899.

In 1920, while Nepal was still closed to foreigners, Sir Francis Younghusband, President of the Royal Geographical Society; General Bruce and Captain J. P. Farrar, on behalf of the Alpine Club, urged the case for an expedition to Everest. Shortly afterwards, when permission had been obtained from the Dalai Lama for an approach through Tibet, the first reconnaissance was made. The series of expeditions that followed, interrupted by war in 1939, seemed to show that the summit of Everest might never be attained without the use of oxygen and special equipment, and these requirements, involving heavy expenditure, put the problem in a category by itself. In 1947 representatives of the Alpine Club and the Royal Geographical Society formed the Himalayan Committee to organise and equip expeditions with the best possible chance of success. The story of the final conquest in 1953 of the highest mountain in the world, under the leadership of Colonel H. J. C. Hunt, is too well known to be repeated here. It is fitting that the leader, now Brigadier Sir John Hunt, should be President of the Alpine Club in this year when it is celebrating its centenary.

In this connection the Club held a meet in May in North Wales and an Alpine meet in August at Zermatt. This opened with a dinner at the Monte Rosa Hotel, a favourite meeting-place for members in the past, and closed with a special service in the English Church, conducted by the Lord Bishop of Leicester, to commemorate its long association with the Alpine Club. On November 6—the Club's birthday—there will be a dinner in London, to which a number of distinguished guests are being invited. An exhibition of pictures, photographs and other items of significance in the Club's history is also being arranged. Her Majesty the Queen and His Royal Highness the Duke of Edinburgh have graciously consented to be present at a reception to be given by the President and the Committee at the Great Hall, Lincoln's Inn, on December 9.

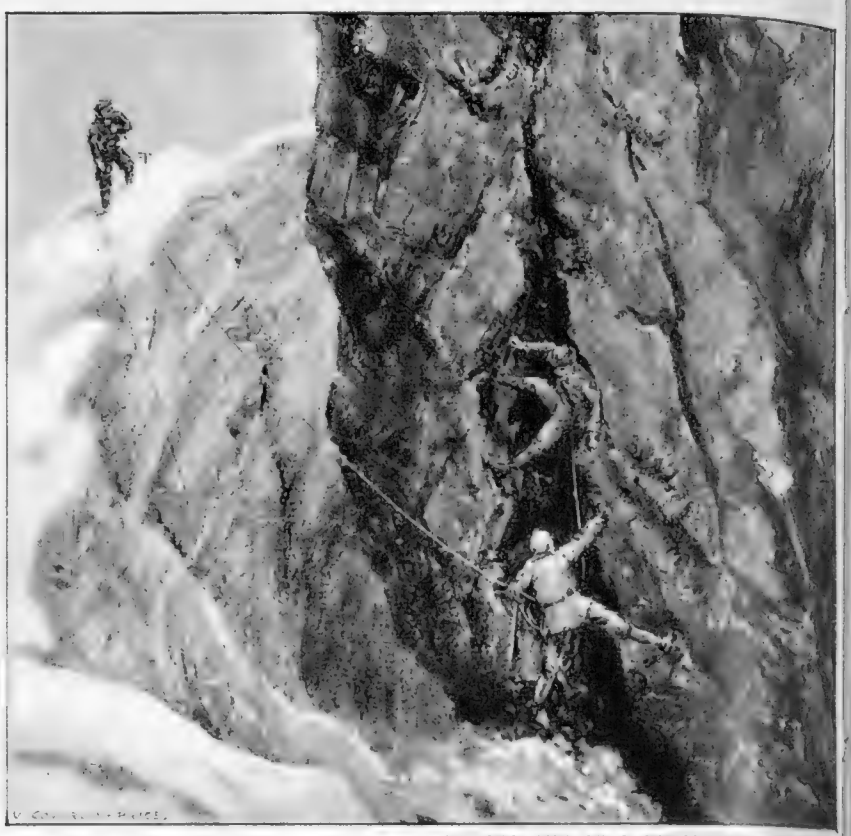
Now that most of the Himalayan and Andean giants have fallen, there are some who feel that mountaineering has had its day. Ski-lifts, aerial railways and helicopters have brought Alpine fastnesses within the reach of people who never climb, and the only great peaks that remain unconquered are so far away that few British mountaineers can accept the distant challenge. But the mountains themselves have changed little during the past century and climbers in search of novelty have shown that, by developing new techniques, they can reach well-known summits by routes that were formerly considered impossible. The spirit that inspired the pioneers is as keen to-day as it was in 1857.

The recent spectacular achievements in the Himalaya—by climbers of many nationalities—have been widely and deservedly acclaimed. But the majority of members of the Alpine Club seek no publicity for their exploits. They go to the mountains for recreation, they enjoy their own first ascents of Alpine peaks, no matter how many times these have been climbed before, and they treasure their memories of mountain scenery for the rest of their lives. The traditions of the Club are safe in their hands. (*Further pictures on following pages*)

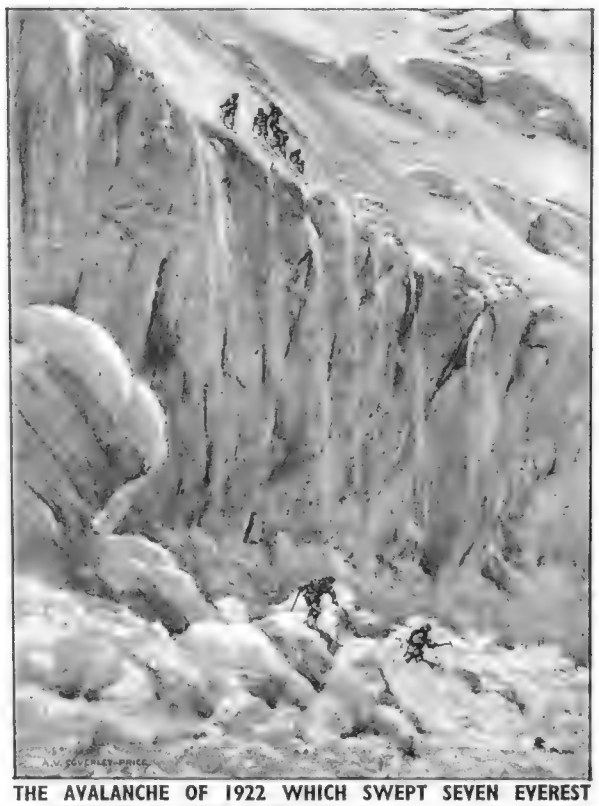
THE ALPINE CLUB CENTENARY, 1857-1957

RESCUING A TRAPPED COMRADE: The history of mountaineering contains numerous tragic records of accidents caused by adverse weather, avalanches, rock falls, unpredictable conditions and, all too often, carelessness or inexperience. But there have also been many examples of skill, endurance and heroism in dangerous situations. In 1862 the well-known scientist, Tyndall, planned an ascent of the Jungfrau with a friend and the mountaineering guide, J. J. Bennen. Two porters were sent ahead of the climbers. An hour later they were horrified to find that one of the porters, carrying the only rope, had fallen into a deep crevasse and the other was stupefied with fright. Tyndall devised an ingenious makeshift rope by tying together coats, waistcoats, braces and other articles of clothing with which he and Bennen were slowly lowered into the crevasse. The porter was buried under a huge pile of snow and ice fragments that had frozen into a solid mass. Working like demons with their ice-axes for several hours, they eventually managed to cut him free and hauled him to the surface of the glacier. Miraculously, he survived. Two years later the guide Bennen lost his life in an avalanche while on another expedition.

MOUNTAINEERS THROUGH THE AGES: The figure on the left shows the kind of costume worn in 1787. The two central figures are typical Alpinists of 100 years ago. The figure on the right is a modern high-altitude climber, carrying oxygen apparatus.

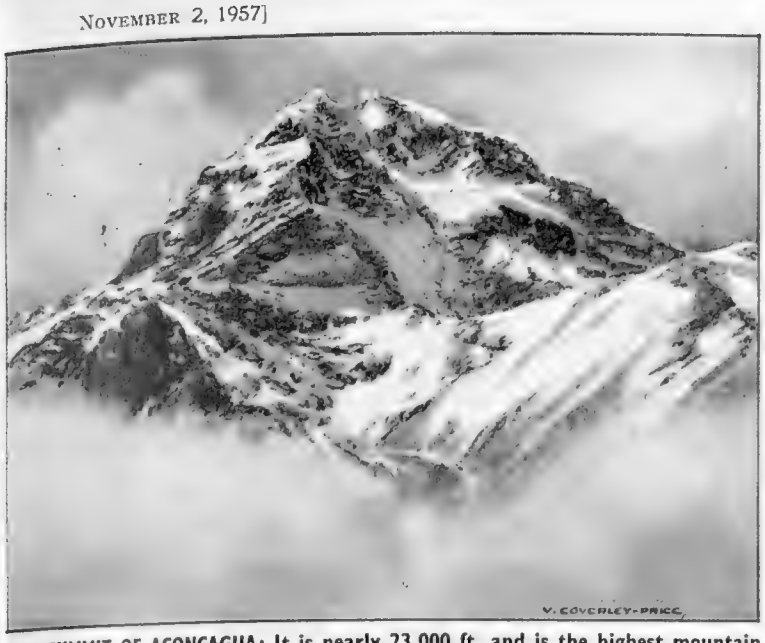


GETTING OUT OF A PRECARIOUS SITUATION: In 1881 A. F. Mummery, recognised as being one of the most brilliant rock-climbers of his generation, set out to climb the formidable Grepon with the aid of two skilful guides, Burgener and Venetz. At the foot of the rock cliffs, the bergschrund—the gap where the glacier had shrunk away from the rock—was unusually wide, exposing a perpendicular chimney rising above a deep chasm. Venetz was carefully lowered into the bergschrund and began to climb up the chimney. He somehow got into such a precarious position that he could move neither up nor down. Instantly Burgener, assisted by Mummery, descended into the bergschrund with one of the spare ropes and contrived to support Venetz on his shoulder while he wedged his ice-axe in a cleft to make a support for further progress. Mummery then lowered himself into the bergschrund and eventually, after many intricate and daring moves, the three climbers successfully surmounted the awkward obstacle. Burgener's renowned strength and Mummery's skilled support had turned a possible tragedy into a triumph. Years later, in 1910, Burgener was lost when caught up in an avalanche.



THE AVALANCHE OF 1922 WHICH SWEPT SEVEN EVEREST PORTERS TO THEIR DOOM: This is a reconstruction of the scene when Somervell, Mallory and Crawford, followed by fourteen porters, were caught up in an avalanche. When it ceased the British climbers saw five porters. Below the place where the porters were standing was an ice-cliff. All the missing men had been swept over into it. Two were eventually rescued but seven perished.

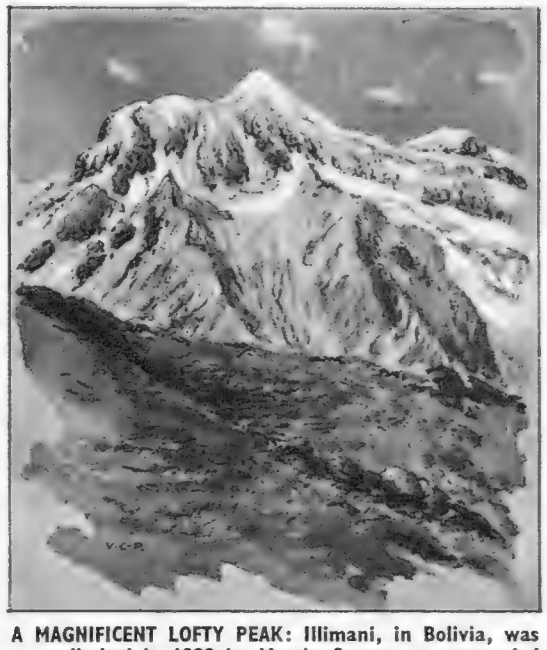
THE STORM THAT OVERTOOK CAMP III ON THE NORTH COL IN 1924: In his volume *The Epic of Everest*, Sir Francis Younghusband described the establishment of Camp III by Norton, Mallory, Somervell and Bruce with the aid of twenty-six porters. The fierceness of the wind made movement outside the tent almost impossible, and the snow penetrated the tents, even entering the sleeping-bags. The wind, said Sir Francis, descended on the little tents and shook them as a terrier would worry rats in a rat pit. Eventually the members of the expedition had to beat a temporary retreat.



THE SUMMIT OF ACONCAGUA: It is nearly 23,000 ft. and is the highest mountain in the Andes which lies in the Chilian sector. In 1897 one of the members of a party of climbers led by E. A. Fitzgerald managed to reach the summit.

THE HIGHEST MOUNTAIN IN PERSIA: Known as Demavend, it is a splendid, and nearly extinct, snow-capped volcanic cone rising to an altitude of over 18,600 ft. All the early parties of climbers attracted to it experienced effects of altitude which hitherto they had not known in the Alps.

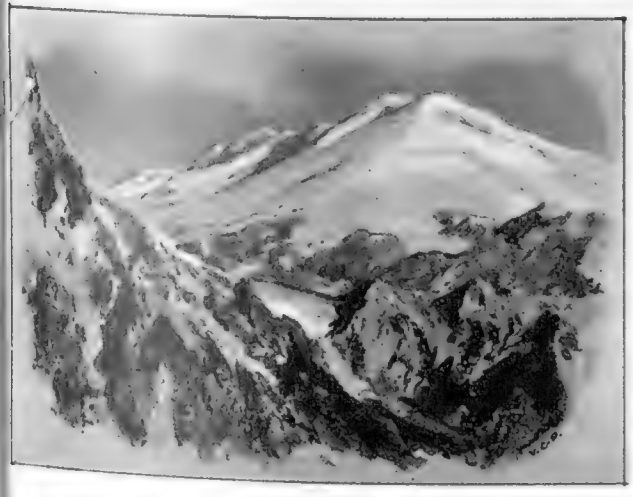
ASCENDED ON CHRISTMAS DAY, 1894: The summit of Mount Cook, 12,349 ft. in New Zealand, was reached by three New Zealand climbers on Christmas Day, 1894.



A MAGNIFICENT LOFTY PEAK: Illimani, in Bolivia, was climbed in 1898 by Martin Conway, accompanied by guides. The summit of Illimani is 21,000 ft.

TYPICAL MOUNTAIN SCENERY IN THE WILDS OF THE CANADIAN ROCKIES: This view of Mount Bident, at the foot of which lies Consolation Lake, is typical of the breathtaking scenery in the Canadian Rockies. Members of the Alpine Club extended their explorations to the Rockies at an early date.

THE FAMOUS KILIMANJARO: This drawing of Kilimanjaro, the highest mountain in Africa, was based on a sketch made while flying from Nairobi to Mogadishu at 12,000 ft. It is seen here from a distance of over 100 miles.



On left—

CLIMBED BY HUNDREDS OF RUSSIANS: When the search began for new mountains to conquer, after most of the peaks in the Alps had been climbed, D. W. Freshfield led the first British expedition to the Caucasus. One of their first ascents was Elbruz, the highest in the region. It reaches about 18,500 ft. and in recent years has been climbed by many Russians.

On right—

A 20,000-FT.-HIGH SUMMIT: This is a sketch of Chimborazo, the highest summit in Ecuador, in South America, which was climbed in 1897 by Edward Whymper, the conqueror of the Matterhorn. He was accompanied on his expedition to South America by two Swiss guides and in addition to reaching the summit of Chimborazo, also conquered Cotopaxi.

THE SHADES OF AUTUMN

At No Other Time of the Year is the English Countryside Aglow with Such a Wide Variety of Beautiful Colours

By BRIAN VESEY-FITZGERALD

I DO not think that I have ever seen such wonderful colouring, such a profusion of wild flowers, as there was on the Downs near my home this summer. Of course, this is the sort of thing one is very apt to say summer after summer—which just goes to show that our summers are not half as bad as they are painted. But generally, when you come to think about it, all it means is that one, or perhaps two flowers have done particularly well and forced themselves upon our notice. It was a very different matter this past summer. Absolutely everything did as well as it possibly could have done. Everything, from the tiny milkwort to the robust gorse, flowered abundantly and luxuriantly. Indeed, it will be a very long time before I forget the gentian blue patches of the milkwort, the flame of the gorse and the purple arrogance of the thistles.

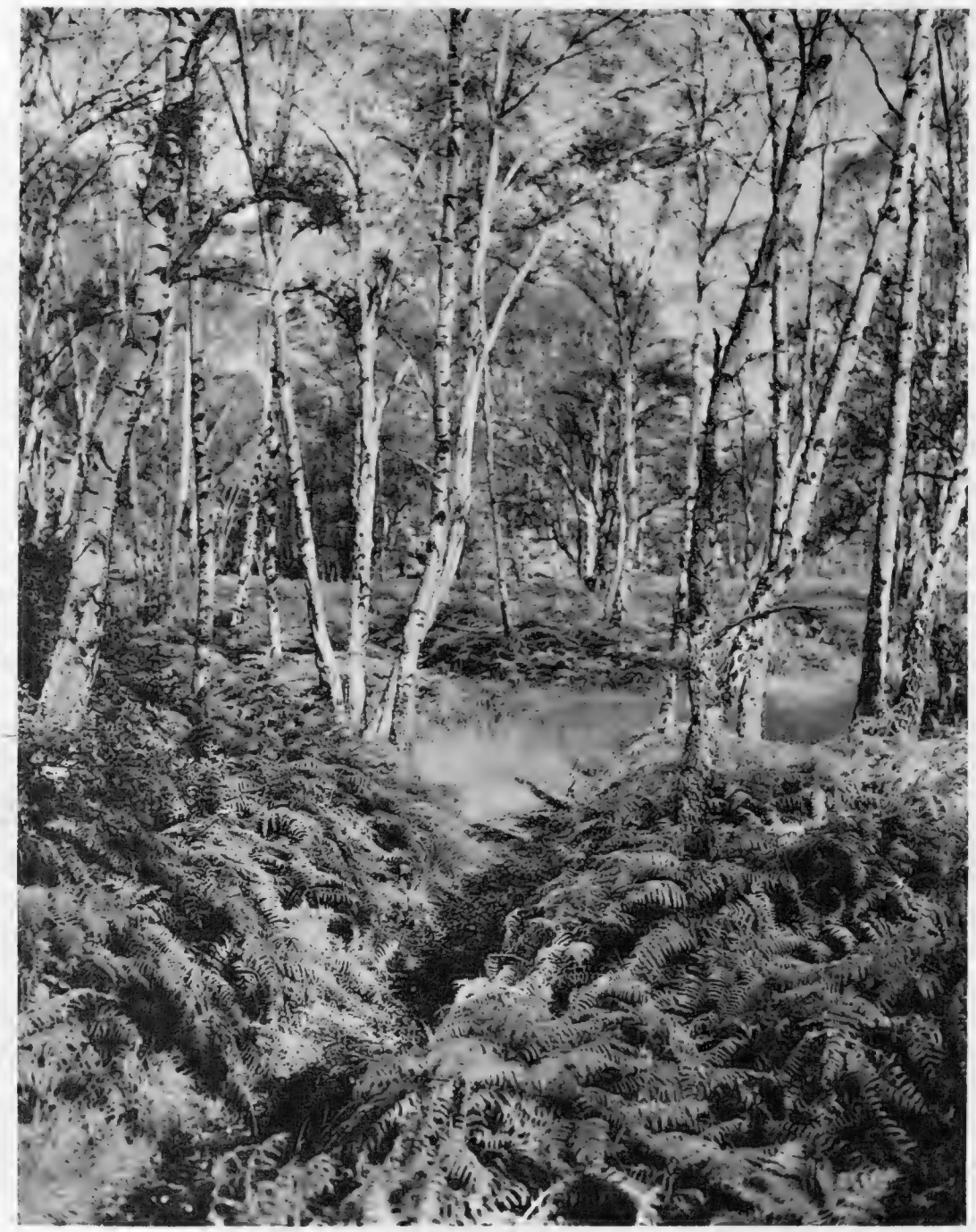
And this wonderful colouring continues. I do not think—but I am sure I have said this before !—that I have ever seen so great a wealth of berries. It is an old saying, and a perfectly true one, that a particularly fine may-blossom season will bring in its train a particularly fine berry harvest. Last spring the may around these parts was more than average, and the hedges now are a deep rich red and the multitude of berries almost beyond comprehension. The hips, too, are astonishingly plentiful and an even brighter red. The holly has great clusters of berries, large and fat and scarlet. Not only that, but every berry one would expect to come across is to be seen in great profusion. Red bryony is everywhere, ranging in colour from pale lemon to deep claret; black bryony clothes the hedgerows in scarlet and green; against the sky is the rose of spindle ; and everywhere that nightshade grows are the nightshade berries, the deepest red of all the countryside.

Now it is an old saying that an abundant berry harvest means a hard winter to come. The berries are, it is presumed, food for the birds in winter; the more berries, the more food, and therefore the harder the winter. But in point of fact, though all the berries are evident at the same time, they are not all taken by the birds at the same time. This is because they are not all equally attractive. The hawthorn berries—present this year in such quantities—are the first to be taken, and the whole crop seems to ripen at the same time. It thus disappears very rapidly, as much or more being wasted as is eaten by the flocks that range the hedgerows. Consequently, the hawthorn berries play no part in the winter economy of the birds.

After the hawthorn berries the birds prefer hips, but though the hips are scarlet in the hedges at the same time as the hawthorn, they are hard as rocks. They do not all ripen at the same time, but almost a bush at a time, and so, in a good berry year, a supply of food is maintained long into the winter. Holly berries are soft enough to be eaten at all times, but birds will never eat holly berries if they can find hawthorn or hip, for the holly berry, though conspicuous, is evidently not at all tasty. It is eaten only as a last resort, and for this reason, after a good berry year, there are always plenty of holly berries. After a poor berry year, only a few remain. The fact is that a good berry year has little relation to a hard winter. I must add, however, that every old countryman round here is convinced that the winter is going to be one of exceptional severity.

We are accustomed to think of autumn as the season of gorgeous colour. I think it is true to say that at no other season is the English countryside more beautiful. But to appreciate properly our autumn colouring, some discrimination is needed. One does not want to look too closely, for in full daylight the dress of autumn will not always bear much looking into. The nests in the hedgerows—the same nests which we failed to see in the thick of June—now show themselves: no longer beautifully finished, the bowl exquisitely contoured to the bird's breast. Now, they are but little heaps of rubbish. Look closely and you cannot fail to notice the shabbiness of leaves and stems, the blackening clover-heads, the brown-seeded docks, the gaunt skeletons of cow-parsley. But look from a distance: at a beechwood (and the autumn beech is at its very best just now) set high on a hillside and framed against the sky; at elms framed against a rickyard and the long, black barns. There, indeed, is beauty.

But there is nothing, I think, which can compare with the bracken. The bracken—the older country folk round here still call it the " brake fern," which is its proper name—is a plant with an evil reputation and much disliked by farmers in particular. It is true that if you once have bracken on your ground you have a hard, back-breaking job getting rid of it. Usually, you break your back and your spirit—and still have the bracken.



SEASON OF MISTS AND MELLOW FRUITFULNESS: Autumn sunshine filters through the silver birch trees in Epping Forest, Essex, throwing light on the thick patches of bracken. Although having a beauty of its own, bracken is a great nuisance to farmers, who find it almost impossible to rid their ground of the fern.

The bracken, as its proper name indicates (and as, indeed, is obvious from its appearance), is a fern. Like all ferns, it is extremely efficient at looking after itself. No fern has flowers and, therefore, no fern can produce seed. But all ferns can reproduce in two ways. They can do so by creeping, root-like stems from which the green fronds grow up and uncurl, or they can do so by spores. These spores are scattered in many thousands as a fine brown dust from the spore-cases on the undersides of their fronds. (Incidentally, the shape and type of spore-case is one of the most important points to examine in identifying a fern.) The spores are wind-borne, of course. This means that there is a great wastage, for comparatively few of them will fall on suitable ground. But each minute spore, which is fortunate in its landing, will grow into a tiny, inconspicuous plant, which produces male and female cells. From a fertilised egg-cell grows the new fern. No spore can grow directly into a fern like its parent without this alternate generation. Of the two methods, the creeping stem is by far the most efficient. How efficient may be seen in the bracken, which on some hillsides will grow to a height of more than 6 ft., and which in Britain has covered many a hillside once purple with heather. Indeed, few plants can survive in competition with bracken.

But I am not a farmer and I do not own moorland, and I like the brake fern. Moreover, I find it very useful for sheltering delicate plants—a Banksia rose, for example—from the harsher winds of winter. I go out and cut some every year. But it is the colour of the autumn bracken that I like particularly.

Of course, it is not beautiful in its autumn dress in every place. In many hedgerows and on many commons, it simply dries and crumples up. I do not know why this should be so, or why one patch of bracken should shrivel and die without striking colour, while another will go through the regular phases of autumn beauty. I suppose it must have something to do with exposure or shelter from sun, wind and rain. If this is so, it is not always obvious. You will find that adjoining patches of bracken, apparently exposed to exactly the same conditions, will vary greatly in their autumn colouring.

There is one place, I think, where bracken never disappoints, and that is in a pine wood. Now, I do not like pine woods, except at a distance. I find them depressing, and never more so than on a calm, slate-grey day in autumn. On such a day the tall, straight, naked trunks get darker and darker, the one behind the other, until the wood is lost in its own gloom. A pine wood is a joyless place. It is the very last place I should go to look for beauty in autumn—but for an accident ; the accident of finding a patch of bracken in the heart of a pine wood, and being overwhelmed by some of the boldest autumn effects I have ever seen.

The wood is so thick that you can scarcely see the sky through the trees, and it says a great deal for the determination of the bracken that it should have secured for itself so firm a hold. Here the fern does not crumple up : each frond retains its perfect outline while it passes from green to yellow and thence to deepest brown. It is when the fronds are yellow that the bracken is at its most beautiful, for this yellow is so pale that it gives the illusion of sunlight, bringing life to the dark boles.

Bringing life: we are too inclined to think of autumn as the season of decay and death. We watch the falling leaves with regret and with the feeling that winter is upon us. Well, there can be no doubt that winter is almost upon us, but the falling leaf, for all its aspect of death and decay, is really the first event of spring. It is not only the end of a cycle, but the start of one.

H.M.S. "SHRIMP" ON GLOUCESTERSHIRE WATERS: The midget submarine is passing along the River Severn, near Haw Bridge, between Gloucester and Tewkesbury. On the deck are four members of the ship's complement of five. *Shrimp* sailed fifty-six miles up the Severn last week to Worcester.

THE NAVY SAILS TO WORCESTER

A Midget Submarine Voyages Up the Severn

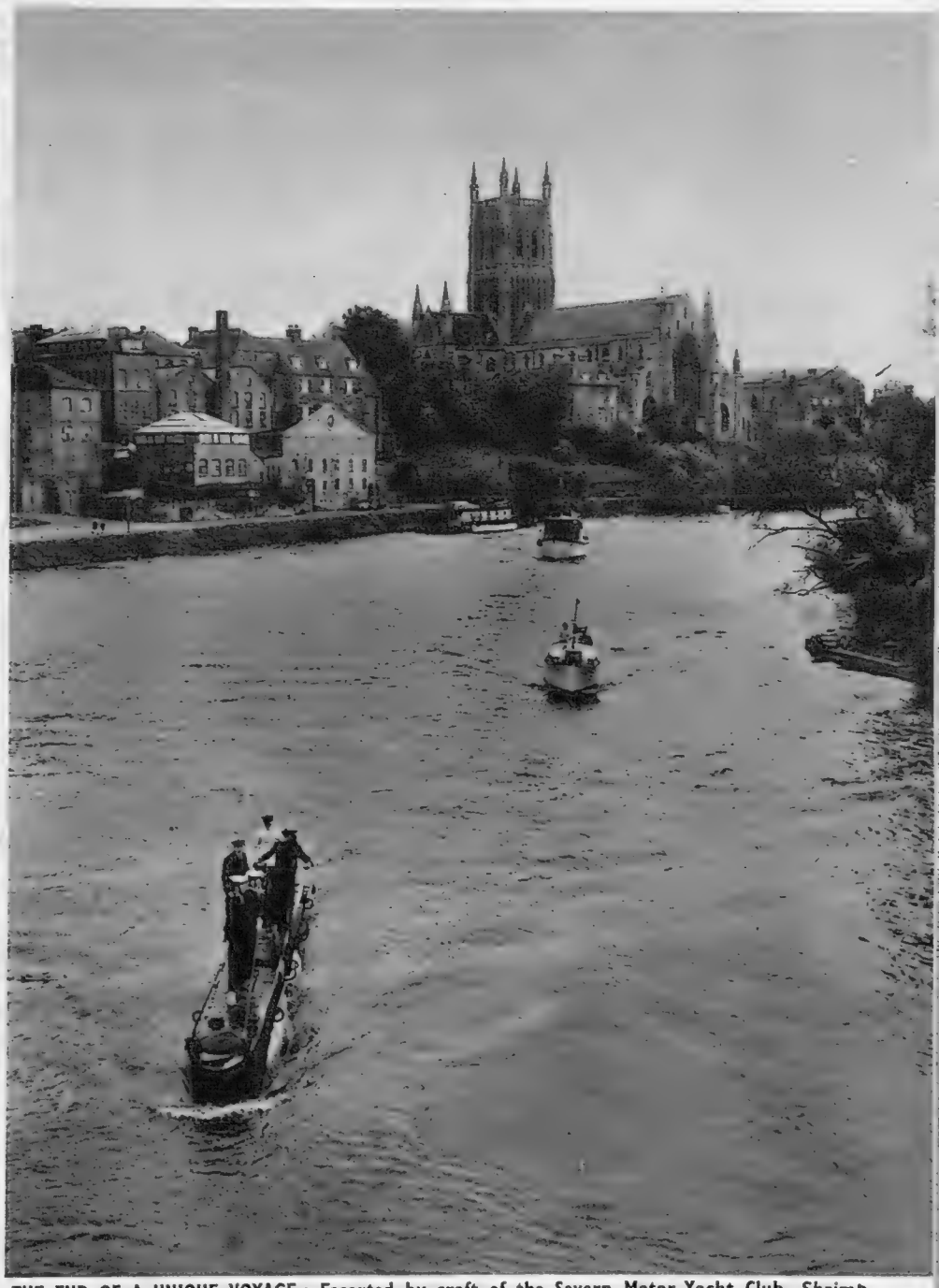
Worcester is an inland port, inasmuch as barges come up the Severn and pass onwards to the north. But it is doubtful whether in modern times a Royal Naval vessel had been seen there before last week. That it was one of the smallest of Her Majesty's ships—the midget submarine *Shrimp*—in no way lessened the importance of the occasion.

In sailing the fifty-six miles up the Severn, past Gloucester and Tewkesbury, to Worcester, *Shrimp* was officially described as being on an "operational" voyage, but Lieutenant Brian Forbes, the captain, explained that there was no aggressive intention in this designation. It would, he said, be virtually impossible for him to engage in the courtesies attendant upon a formal civic visit with receptions for local dignitaries because of the size of the accommodation available to him. *Shrimp* carries a crew of five with quarters for no more. However, during her three days' stay a great many people took the opportunity of going aboard, and thus made the most of this unique visit.

A MEMORABLE SCHOOLDAY: Children from a school at Deerhurst near Tewkesbury, watch the midget submarine on her voyage upstream. H.M.S. *Shrimp* is only 54 ft. in overall length and was launched from Vickers-Armstrongs yard at Barrow three years ago.

On right—

ARRIVAL AT WORCESTER: The submarine goes through the lock below the city. In the background is the Cathedral. Admiral Sir William Tennant, the Lord Lieutenant of Worcestershire, declared that in his memory the White Ensign had never before been seen on water above Upton-on-Severn, which is eight miles below Worcester.



THE END OF A UNIQUE VOYAGE: Escorted by craft of the Severn Motor Yacht Club, *Shrimp* has passed Worcester Cathedral and is heading for her moorings in the centre of the city. During her three days' stay she was visited by parties of schoolboys and sea cadets.

BRITAIN'S HERRING INDUSTRY

A Review of the Fishing Fleet; Hard Times in English and Scottish Ports

READY FOR THE REVIEW OF BRITAIN'S HERRING FLEET: Drifters from Scottish ports lie in the harbour at Lowestoft. They had gathered for the review of English and Scottish herring fishing vessels which was held on Trafalgar Day last month as part of the revival of Great Yarmouth's ancient Herring Fair. Admiral Sir Frederick Parham, Commander-in-Chief, The Nore, took the salute. He was accompanied by Mr. Derick Heathcoat-Amory, the Minister of Agriculture and Fisheries. Altogether well over 100 drifters took part. In spite of this brave array, the British herring industry is passing through a grave crisis. A major problem is the lack of fish off the coasts. A popular theory is that foreign trawlers have cleaned out the North Sea nurseries.

A PRIZE-WINNING LOWESTOFT DRIFTER: Skipper A. J. Utting is at the wheelhouse of *Silver Crest*. He and his crew were the joint winners last year of the Prunier Trophy for the biggest catch of 1956. The other winner was the Scots drifter *Stephens*.

TAKING THE SALUTE AT THE HERRING FLEET REVIEW: Admiral Sir Frederick Parham, Commander-in-Chief, The Nore, salutes from H.M.S. *Wave*, leader of the fifth Fishery Protection and Minesweeper Squadron during the review off Great Yarmouth.

THE AUTUMN HARVEST: Herrings are sorted at Lowestoft. This is a daily routine during the season in October and November in the East Anglian fisheries.

THE FISHERMEN'S ROUTINE: Nets are repaired at Lowestoft. Every mesh has to be most carefully examined for damage. *On left*—The fishing-boat *Sincerity* returns to port after a successful voyage to the herring grounds of the North Sea.

On left—

A HERRING PORT IN SCOTLAND: Oban is one of the harbours from which the boats such as those tied up in the foreground are constantly sailing in search of new grounds of the nowadays elusive fish. There has been a steady decline in the Scottish herring industry in recent years, and although it is hoped that this will be arrested by the recently granted Government herring subsidy, the situation is still extremely critical. An indication of the grave state of affairs can be seen in the relation of the Scottish drifters to the East Anglian season. Before the war not only did large fleets of boats go down to the English East Coast for October and November, but many firms sent their workers there to deal with the fish when landed. Now the number of Scottish vessels going south is fewer and fewer, although this year as many as possible sailed down for the Herring Fair Review. Both Scottish and East Anglian fishermen could perhaps take some comfort from the speech made at the Herring Banquet at Yarmouth after the review by Mr. Heathcoat-Amory, Minister of Agriculture. He said that the herring industry was going through difficult times but that the Government was fully determined to sustain it through its present hardships.

THE ABERDEEN FISH MARKET: Although there are several drifters by the quayside on which the fish market is held, they are about a third fewer of the number which would have been seen before the war. The picture shows the decline of the Scottish herring industry.

ON THE WAY TO THE FISHING GROUNDS: In the light of dawn vessels head through Scottish waters, with their escort of sea birds. Besides the shortage of herrings, another problem facing the herring industry at present is the lack of volunteers for crews.

UNLOADING A CATCH: Onlookers watch at Lowestoft as a drifter puts ashore a catch from the autumn harvest. The cost of a vessel of this type and its attendant gear has been at least more than doubled since the end of the war and vastly increased since 1939.

THE REWARDS OF THE FISHERMEN: A box of herrings is put up for auction in the market at Lowestoft. Prices are high compared with pre-war days, but the fishermen's costs have risen out of all proportion to the increased selling prices of catches.

The World of Books

VARIETY OF EXPERIENCE

Glubb Pasha's Autobiography; Dr. Jones's last Volume on Freud; Doctoring in Distant Lands; The Strange War in the Arctic; The British Press

THE career of Glubb Pasha has been one of the most extraordinary of our times. For thirty-six years, until the thunderbolt of his dismissal by King Hussein last year, he had lived with the Arabs, devoting his life to them and, for the last seventeen years of the time, serving as head of the Arab Legion of Jordan. When he took that command, Sir John Glubb (as he is less familiarly known) promised King Abdulla that, except in the case of fighting the English, he would act always as if he had been born a Trans-Jordanian. It was a promise that he kept to the last, and in his autobiography, A SOLDIER WITH THE ARABS (Hodder and Stoughton. 25s.), it is clear where his loyalties have lain.

Glubb Pasha has written as much about his adopted country as himself, has criticised the actions of its statesmen, and the statesmen of Britain, the United States, France and Israel. His conclusions, however, are extremely tolerant in their tone. For the men and officers of the Arab Legion he has nothing but praise. respect and affection.

Dr. Ernest Jones's third and final volume of his important study of the life and work of Freud, who was his teacher, his colleague and his close friend, covers the years from 1919 to 1939 and his death in London. SIGMUND FREUD—THE LAST PHASE (Hogarth Press. 35s.) is a book that may be read on several levels: as a fellow practitioner of psycho-analysis, the science that was Freud's life-work; as a doctor of literature, medicine or philosophy, or as an ordinary reader whose only qualifications are a sense of wonder and an interest in the miracles of which human beings are capable.

It was within the period of this book that Freud published some of his most significant writings, including *Ego and Id*, had his first operation for the cancer that was to kill him so many years later, celebrated his eightieth birthday and, a year before the war, moved from his beloved Vienna to London which he also came to hold in affection. Dr. Jones writes with an admirable clarity for which the layman must be grateful.

AN INIGO JONES HOUSE RESTORED: Work on the restoration of Milton Manor House, near Abingdon, in Berkshire, has nearly been completed. The Ministry of Works made a grant for general repairs. The nearly square, central red-brick building dates from the middle of the seventeenth century and is the work of the school of Inigo Jones. The three storeys with attics form a symmetrical design, the front being divided by pilasters with Ionic capitals. The flanking wings were added about 1770 by Stephen Wright. They contain chapel, library and kitchen. The interior has several show-pieces, including the staircase. The house is open to the public from June to November.

The next three biographies have an exceptional variety of experience but a common denominator of vitality. MEDICINE MY PASSPORT (Harrap. 18s.) was written by Dr. Donald Stafford Matthews, whose career as a Scots-New Zealand surgeon included serving as Naval Combat Surgeon in the Mediterranean and Pacific during the war, an appointment in Nigeria during which his specialised interest in gynæcology caused him to investigate methods of painless childbirth, some years in India as medical adviser to a number of Rajahs, some months as accredited doctor to the Kangchenjunga Reconnaissance Expedition, and an all-too-short period as M.O. to the Peruvian Mountaineering Expedition. It was in Lima that he suddenly died of a heart attack at the age of thirty-nine, leaving this happy, lively book as his memorial.

TAKE NOT OUR MOUNTAIN (Robert Hale. 16s.) is Mrs. Dorothy Campion's story of the farm on the mountainside in Snowdonia which she and her husband have learned to manage by themselves and where, as she explains, the peace and the freedom compensate for the work that is sometimes bitterly hard and for the disappointments and losses that farm and family life have brought them. No literary pretensions here but a sincerity that takes the place of smooth and practised writing.

THE THREE LIVES OF HARRIET HUBBARD AYER (W. H. Allen. 21s.) is a fairly sensational title for a biography by Margaret Hubbard Ayer and Isabella Taves, but, given the material with which they had to work, it is scarcely sensational enough. For this is the story of a woman who was an American beauty in Chicago, lost her social position there and moved to New York where, in the '80's, she built up an immensely successful cosmetics business, one of the very first. Before long, however, she was removed to an asylum and freed from that to earn another living and equal renown as a newspaper-woman, dying at the age of fifty-four in 1903. The story is a remarkable one and not for an instant banal.

One of the strangest of battlefronts was the north-east coast of Greenland in the last war, and one of the strangest of all the campaigns was fought—and not fought—in that bleak region. Mr. David Howarth tells the story in THE SLEDGE PATROL (Collins. 15s.). The facts were that the Danes inaugurated the patrol on 500 miles of coastline to ensure that Germans were not landing to take advantage of the weather stations, so vital to Atlantic shipping. The Germans did land and begin to transmit their own weather reports, and the struggle was between them and the team of six Danes, three Norwegians and a handful of Eskimos. This, however, was not a simple struggle, because in the Arctic the main battle is to survive at all and none of the Eskimos could comprehend the idea of international killing. The cold and the hardship were enemies enough for them. In its way a wonderful book.

SOMETHING TO DECLARE (Harvill. 18s.) is a war story of other latitudes: M. Iovleff Bornet's account of his escape with another French Customs official from the Japanese in French Indo-China. It is written with emotion and with a very evident love of the country, spite of the rigours of their journey.

Mr. J. P. W. Mallalieu, about whom it could be sa with restraint that he knows a good deal about going sea, has written a short, colourful and extremely effecti biography of Captain Lord Cochrane in EXTRA ORDINARY SEAMAN (MacGibbon and Kee. 15s. One of our great sailors, he is, as the author plaintive observes, less well known than Davy Crockett. Her then, is our remedy, and a very palatable one.

Mr. Colin Wilson's new book is RELIGION AN THE REBEL (Gollancz. 21s.). In it he continues th exposition of his own philosophy, his definition of th Outsider, of whom he finds examples through the age and declares some of the tenets of his belief and disbelie No one could mistake the fact that he vastly admire the erudition which he is on his way to acquiring an which has been the recognised background of other writing, and no one could miss the validity of the impuls that has driven Mr. Wilson to write this book. Th reader's impulse is a less calculable quantity.

Mr. T. S. Matthews, for a long time editor of *Tim* magazine, has made a serious study of the British Pres and has come up with the result, a book called TH SUGAR PILL (Gollancz. 18s.), in which he has take as typical of two extreme aspects of our newspapers, th *Manchester Guardian* and the *Daily Mirror*. On the mos detailed and documented study of these publications h has based his thesis that "The Press is not our dail bread but our daily sugar pill . . . habit-forming. Whethe it is also harmless is another question." As an America Press man's eye-view, informed, alert and very far fron patronising, this may be specialised reading but it hasn' a dull moment in it.

DOCTOR IN LOVE (Michael Joseph. 12s. 6d. starts off the list of novels, if not with a bang, at leas with a succession of real and spontaneous laughs. I this cheerful recital of a young doctor's woes, Richar Gordon pursues his likable, unheroic hero through series of appointments and romances and finally land him, frail but determined, at the altar. Good fun and strong argument for continuity.

THE LAST ANGRY MAN (Longmans. 18s.) i Mr. Gerald Green's novel about a very different kind o doctor: a man who after a bitter struggle has put himself through medical school to emerge as a brilliant diagnos tician, a fearless and rough-tongued critic and the incum bent of a practice in a Brooklyn slum district. Mr. Green has a style which matches the vigour and wildness of his setting. His book may appear sprawling and over written to a more formal English taste, but the lustiness of the writing suits the subject and the writer's honesty of purpose illuminates it.

Mr. R. C. Hutchinson, besides being a very good novelist, has that element in his work which seems deliber ately to involve the reader in the problem with which h is dealing. MARCH THE NINTH (Bles. 15s.) is the story of a man who is faced with an agonising choice between loyalty and guilt—almost between loyalty and plain good sense, and before a chapter or two are past the reader has a hallucinated feeling that the responsibility may be his. That is no ordinary feat, but then, Mr. Hutchinson is no ordinary author and his story of Trieste and international fugitives no ordinary adventure

Vernon Fane

SOUTH SEA ISLANDS

An Account of The Marquesas

Bengt Danielsson, one of the heroes of the celebrated *Kon Tiki* expedition which sailed from the South American coast with the Humboldt current and finally made landfall in the Marquesas, has already written two first-class books regarding work and life on Raroia, describing the population, economic activities, land tenure, social and political organisation, and much else besides. Now he follows it up with FORGOTTEN ISLANDS OF THE SOUTH SEAS (George Allen and Unwin. 18s.), an account of the whole range of the Marquesas, the island group which presents such a strange mixture of magnificently beautiful landscape and tumbledown villages. Mr. Danielsson does not for a moment disguise the fact that there are dark shadows across the face of the Pacific, and perhaps they are most marked in the half-forgotten Marquesas, which lie well to the northward of the main Polynesian group. On one island he met Gauguin's daughter, and although the lady was able to tell him nothing of consequence about her father's life, other residents, not least the Roman Catholic bishop, helped him to piece together the tragic story of the artist. Bengt Danielsson's book is first-rate reporting. It is in many ways saddening, but on laying it down one can only come to the conclusion that it is a product of the closest personal observation.

Erich Gimpel's SPY FOR GERMANY (Robert Hale. 18s.) is the record of a man who was led into espionage by mere chance, a glorious amateur in South America who turned professional for Hitler's Reich, a popular, good-looking, gay bachelor who became the ruthless plotter bent upon the destruction of Gibraltar. This is a well-told tale, and it is surprising that Herr Gimpel, captured in the U.S.A. and measured for the American equivalent of the hangman's noose, has survived to tell it. Germany's capitulation saved him. Now he has taken the opportunity, as he says, of drawing the veil from an aspect of war which no one knew very much about. This silent war has clearly got on Herr Gimpel's nerves, and after reading his grim revelations, it is easy to understand just why.

Here are two more wartime books, both of identical front-line interest in eastern and western theatres of conflict. Peter Keeble's ORDEAL BY WATER (Longmans. 18s.) is an account of the at first highly experimental work of naval salvage which later in Mediterranean waters developed into a formidable service. Mr. Keeble's own adventures in this field were considerable, including entering a sunken U-boat in a boffin-commissioned search for a top secret device. Resourcefulness, and improvisation were the watch-words of the service, of what was indeed a unique and select brotherhood. Commander Francis Douglas Fane's THE NAKED WARRIORS (Allan Wingate. 16s.) takes us to the Pacific, where the Commander was in a team of underwater demolitioners formed to go in ahead of the landing parties. He also operated off Normandy on D-Day. How the Commander and his men wreaked chaos amid the shore defences, knifing

RELIGION AND ART

An addition to what may be termed the library of extremely well-produced books on the relation of Art and the Bible is THE LIFE OF CHRIST IN MASTERPIECES OF ART (Max Parrish. 55s.). It deserves special commendation on two counts. First, it is technically an outstanding production, all the forty-one plates being in colour and superbly reproduced. Secondly, Marvin Ross, the American art expert, who is responsible for the selection, has made a most interesting choice. Inevitably he has allowed a few of those paintings which are almost ingrained in the belief of every Christian, such as da Vinci's "Last Supper." But generally he has searched among less familiar sources. Gethsemane is not El Greco's but an early sixteenth-century Limoges enamel from a private American collection. Among the Crucifixion pictures is a horrifyingly realistic Matthias Grunewald. Mosaics, medieval psalters and illuminated manuscripts all add to the great value of this illustrated collection. It may be wondered why it is necessary to give the accompanying text from "the words of the New Testament," for, as everyone knows, no medieval or Renaissance artist ever thought of depicting Judea under the Roman occupation. But this minor criticism should not be taken as derogating in any way the remarkable virtue and worth of this volume.

No one approaching the eighteenth century will neglect Thomas Chippendale. The new edition of his THE GENTLEMAN AND CABINET MAKER'S DIRECTOR (The Connoisseur. 4 gns.) will be welcomed by a much wider public than historians and antique collectors. Most of the volume is taken up with reproductions of engravings of Chippendale's own designs—and how much one learns of the spirit of the eighteenth century from the study of a chair, a table or a cabinet. Chippendale's notes are equally elegant. The introduction is by Ralph Edwards. Altogether another excellently-produced volume.

Some fashions need to be changed, among them the belief that Austria ceased to exist in 1917 on the death of Kaiser Franz Josef. PANORAMA OF AUSTRIA (Hale. 25s.) is written and illustrated by James Reynolds. His drawings are pleasant. But it really is time that we got away from the delusion of Gay Vienna (which has never existed outside the imaginations of composers of operettas). In the past forty years Austria has not ceased to be of the greatest political importance, and surely in discussing its capital it is worth mentioning that in the 1920's it was the cradle of what we now recognise as the Welfare State.

THE TESTIMONY OF THE SPADE (Collins. 30s.), by Geoffrey Bibby, is illustrated with many first-class photographs and line drawings. But in this case no one is likely to quarrel with the author's text. He is an archæologist, and his purpose, splendidly achieved, is to trace the culture of the early Europeans, from their beginnings, to the Barbarians known to the Romans. Archæology is now probably the most popular of the sciences. With Mr. Bibby as guide it is not difficult to understand why.

Raymond Mander and Joe Mitchenson are so well known for their Theatre Collection that there can be no surprise that they were invited to contribute THE BRITISH THEATRE (Hulton. 30s.) in Hulton's Picture Histories. Over 500 pictures take the reader from the Elizabethan Globe and Swan theatres to the present day.

C. D.

sentries, neutralising mines, and blowing up anti-tank installations makes dramatic reading.

The men who fought at Dettingen, Talavera, Albuera, Sevastopol and Ladysmith, Le Cateau and the Marne—and the East Surreys have done all this and much more in their time—would be proud of those who followed them in World War II, the soldiers of Dunkirk, the Syracuse beaches, and the Tuscan Apennines. Volume IV of the HISTORY OF THE EAST SURREY REGIMENT (Ernest Benn. 30s.) is magnificently detailed and the facts are presented with clarity. The author is David Scott Daniell, and Brigadier Roupell has written the introduction.

THE SPORTS CAR is by John Stanford (Batsford. 25s.). This lavishly illustrated volume, with attractive dust jacket by John Dunscombe, is the latest in Batsford's series of classic car books. Primarily addressed to those interested in technical details, it should interest all car-lovers, if for no other reason than its well reproduced illustrations. As general reading for those who are not technically expert, it tends to be an elaborate catalogue. Nevertheless, the book traces a fascinating historical development of the sports car. This is placed in relation to touring not merely as a dilettante pastime, but as one which in its advanced technique leads to the standard car of a decade or so later.

PEARS CYCLOPÆDIA (A. and F. Pears. 15s.) now comes up again for the sixty-fifth time. It is as useful and informative as ever, and if time has wrought certain changes in format, it is none the less its old popular recognisable self.

R. C. E.

D'OYLY CARTE SEASON AT GOLDERS GREEN

A PRINCIPAL SOPRANO IN THE D'OYLY CARTE COMPANY: Jean Hindmarsh as Mabel in *The Pi[rates] of Penzance*. The D'Oyly Carte company's cur[rent] season at the Golders Green Hippodrome finishes on November 16.

THE FAIRY QUEEN IN "IOLANTHE": Ann Drummond-Grant has this part. Other roles in which this contralto can be seen at the Golders Green Hippodrome include Little Buttercup in *Pinafore* and Ruth in *The Pirates*.

The current season of the D'Oyly Carte company at the Hippodrome at Golders Green, in London, opened on October 21, Trafalgar Day, with a performance of *H.M.S. Pinafore*.

There is an interesting link between Nelson, or rather H.M.S. *Victory*, and this opera. Shortly before it was first produced in 1878, Gilbert and Sullivan were in Portsmouth and visited *Victory*. Gilbert was observed making many sketches of the deck and it is recorded that on his return to London he used them to check the models of the stage sets for *Pinafore*.

After a shaky start the opera settled down to become a great popular favourite, running in the first instance for no fewer than 700 performances, a very considerable achievement in those days.

With it in the programme at Golders Green are *Cox and Box*, *Trial by Jury*, *The Mikado*, *The Yeomen of the Guard*, *The Gondoliers*, *The Pirates of Penzance*, *Patience*, *Iolanthe*, and *Ruddigore*. Two performances of *Princess Ida* have been specially included and are being given during the final week on November 12 and 13.

Almost all the members of the company have firmly established reputations in their roles. Peter Pratt has the comedy parts, Maureen Melvin and Jean Hindmarsh are the principal sopranos, Ann Drummond-Grant is the contralto, Donald Adams plays such characters as the Pirate King and Dick Deadeye, the tenors are Neville Griffiths and Leonard Osborn, and the baritones Alan Styler and John Reed. A newcomer to the company is Kenneth Sandford, who takes over the "Pooh-bah" parts.

From Golders Green D'Oyly Carte will go for a month's season to the Streatham Hill Theatre.

KATISHA AND ELSIE MAYNARD: *Left*—Ann Drummond-Grant in her costume for *The Mikado*. *Right*—In *The Yeomen of the Guard* Jean Hindmarsh is Elsie. Isadore Godfrey is the Musical Director and Herbert Newby the Stage Director. From Golders Green the company goes to Streatham Hill for a month.

"WE ARE NOT SHY": The other principal soprano in the D'Oyly Carte company is Maureen Melvin. She is seen here in her costume as Yum Yum in *The Mikado*.

CASILDA IN "THE GONDOLIERS": This is another role taken by Maureen Melvin. There are eleven of the Gilbert and Sullivan operas in the programme of the season.

PROGRESS IN INDUSTRY AND ENGINEERING—*A Weekly Survey of Achievement in Britain and Overseas*

AMERICA'S STAKE IN BRITISH INDUSTRY

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

AMERICAN investment in British industry is nothing new. Heinz first began producing some of its 57 varieties here in 1905 (it had been selling them in Britain since 1886, when the original Henry J. Heinz drove up to Fortnum and Mason's in a hansom-cab and secured his first order). The Model "T" Ford was being produced here, at Trafford Park, in Manchester, as early as 1908. Companies such as Singer, making sewing machines, had arrived even earlier: and American firms played a great part in originating Britain's electrical engineering and telecommunication industries, before the turn of the century. Before the second world war there was already a substantial American investment over here—worth perhaps 300,000,000 dollars, or about £60,000,000 at the then rate of exchange. But since the war Britain has experienced a quite unprecedented surge of industrial capital from the States.

To-day, it is hard to think of many major industries in which American companies do not play an important part—apart from those that have been nationalised. Processed foods, chemicals, synthetic fibres, agricultural and earth-moving equipment, diesel engines, electronics machinery and machine-tool building—many of the famous American brands are to be had here, in spite of import restrictions: some are made under licence by British firms, but most by branches and subsidiaries of their American owners. This wave of post-war industrial immigration is exerting a considerable influence upon Britain's economic standing in the world—partly because these foreign arrivals are doing a rather exceptional job of helping Britain's trade, and partly because American influence has been concentrated into the more recently-developed, "science-based" industries.

What is the extent of this American stake in Britain to-day? At book values, these "direct investments" in industry (subsidiaries and branches, that is, plus any holdings of 25 per cent. or more of the capital of a British company) totalled about 1,600,000,000 dollars (some £550,000,000) at the end of 1956, with more than 80 per cent. of it in manufacturing and oil. A British expert, Dr. J. H. Dunning, has estimated that these companies employed some 340,000 people, a fortieth of the people in British manufacturing, and did about £850,000,000 worth of business last year, possibly 4 per cent. of the total value of British industrial output.

These American-controlled companies, moreover, were exporting about half their output, which is a good deal more than the average British firm manages to do. This is partly a matter of being sifted out on arrival: it is still not a wholly simple matter for an American company to set up a branch plant here. Formally, at least, the Board of Trade and the Treasury stipulate that such a plant should benefit the British balance of payments directly, by saving imports or by producing things that can be exported—and preferably for dollars, since the profits such a company sends back to the States will have to be paid from Britain's dwindling hoard of dollars.

Many of the best-known American investments quite obviously save imports as well as exporting. The building of oil refineries, it is true, has been associated with a vast increase in Britain's imports of fuel from overseas: but that oil would have had to have been bought, anyway, and without the refineries it would have come in as finished petroleum products such as motor spirit, far costlier than the crude oil now shipped in for processing here. Although penicillin was discovered in Britain, practical methods of making it were developed in the United States, and several of the more recent antibiotic drugs originated there: without the licensing of British manufacture and the setting-up of branch plants by makers such as Pfizer, Lederle and Beyer, Britain would have been importing far more of these comparatively new and vital medical supplies. Some of the American office-equipment and accounting machinery firms operating in Scotland are engaged almost entirely on the production of models sold abroad.

The office-equipment industry is a good example of the other special benefit this wave of American money has brought Britain: its concentration in new and expanding industries. No industry has expanded faster in recent years than the manufacture of office equipment: its output is to-day about twenty times the value it was in 1938. And more than half of this comes from American companies such as Remington Rand, and Burroughs. The accounting machinery field shades off via computers into instrument manufacture, another new industry in which the main impetus has come from companies originating in the United States.

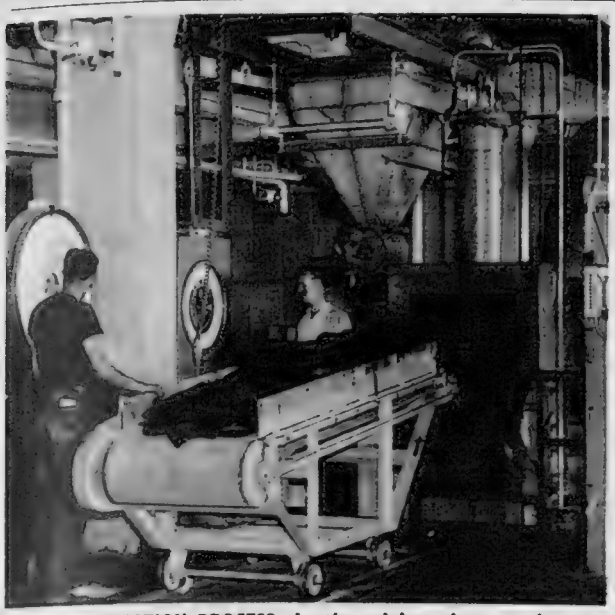
Much of this migration from the United States since the war can be explained in two words—dollar shortage. After the war the United States found itself faced with a world vitally needing American goods, but unable to pay for them. Reconstruction grants and loans such as Marshall Aid financed some of these supplies: a moderate increase in American buying of foreign products provided some further dollars. But American companies whose consumer goods such as typewriters and refrigerators were household names found pre-war foreign customers unable to buy after the war: the scarce dollars were reserved for essential materials and machinery. Their solution was simple: to make the goods overseas, where most of the costs would be in other currencies, sell them throughout the world, and remit only the profits, rather than the full price, in dollars.

For a nation such as Britain—which has so far attracted the lion's share of such U.S. investment in Europe—it has been a remarkably good bargain. It has brought the vigour of American management and the efficiency of American techniques, often into areas such as Scotland and Northern Ireland which, if not depressed had been devoid for years of any fresh industrial impetus.

Dollar shortage has not ceased: indeed, it may be a feature of the world economy for many years. But it is probably fair to say that many of the companies manufacturing here have now found a second and stronger reason to do so: they can do it not much less efficiently than in the United States, and because wages are lower here, more cheaply. American productivity, they have proved, is within limits a commodity that can be exported along with American capital. If so, there are few more likely places than Britain for it to take root.

EARTH-MOVING EQUIPMENT FROM A SCOTTISH FACTORY: The massive machines are seen in front of the factory of Euclid (Great Britain) Ltd., which is situated on the Newhouse Industrial Estate, near Glasgow. It was built by Scottish Industrial Estates Ltd. The Euclid firm is a subsidiary of General Motors Corporation and has increased its area several times over since settling in Scotland in 1950. *On right*—The 30-ton Euclid S. 21 tractor scraper which has an overall length of 41 ft. and a top speed of 22 m.p.h. The controls for digging, lifting and dumping are on the driver's right, and are hydraulically operated.

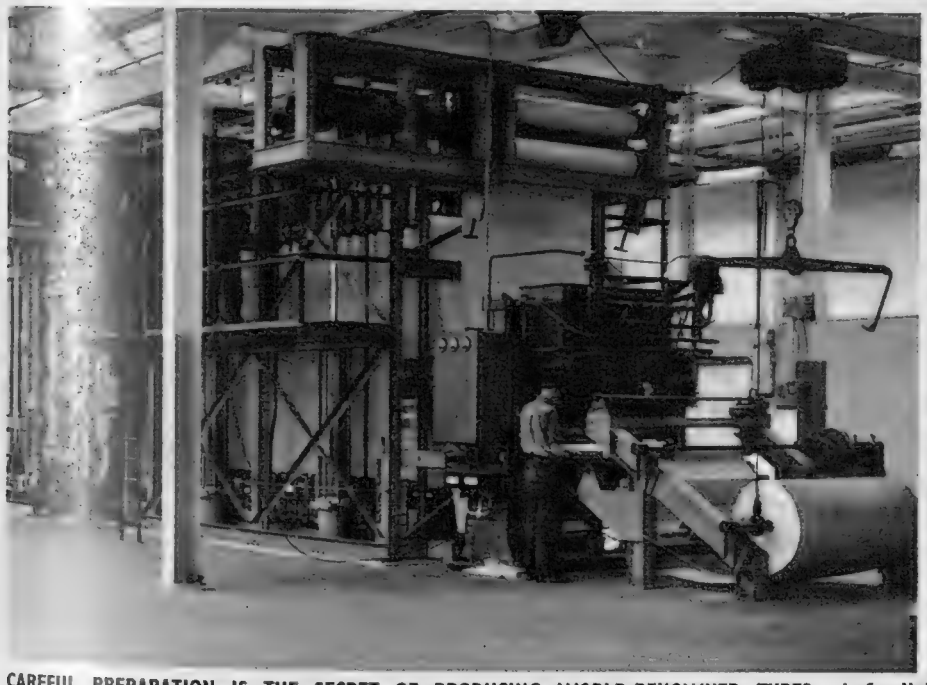
About a third of the 350-odd American firms that now own manufacturing plants in Britain have arrived since the war, but these newcomers represent only part of the extra post-war investment: a much bigger element has been the vast extension of companies that were already here on a small scale. Standard Oil of New Jersey had a distribution network for its petroleum products long before the war. But this was nothing in comparison with the vast industrial installations that have been established since the war in and around its oil refinery at Fawley, which it is now planning to supplement with a tanker terminal and probably another refinery at Milford Haven. Ford has grown steadily with Britain's motor-car industry: Vauxhall until recently rather more slowly, its main strength being on the commercial vehicle side, but its new extensions at Luton and Dunstable are designed to enable it to challenge its great American rival as well as the British Motor Corporation (while another General Motors subsidiary, Euclid, maker of heavy lorries, has also been strengthening its manufacturing interests here).



THE VULCANISATION PROCESS: In the mixing plant at the new tyre factory of the Goodyear Tyre and Rubber Co. (Great Britain) at Garscadden, on the outskirts of Glasgow, sulphur and other chemicals are blended. With this mixture, rubber material is treated for durability.

A TYR[illegible] THE MAKING: A ply is cut on a machine at Garscadden. [illegible] estimated that by the end of the current year the [illegible]dyear works, one of the latest factories to be opened [illegible]cotland, will be producing 1,000 tyres every day.

THE WORLD'S MOST MODERN TYRE FACTORY: Such is the claim made for the Goodyear works at Garscadden, part of which is seen below the hills north-west of Glasgow. The factory, designed so that it can be easily expanded, was opened six weeks ago by Lord Strathclyde, Minister of State for Scotland.



CAREFUL PREPARATION IS THE SECRET OF PRODUCING WORLD-RENOWNED TYRES: *Left*—Nylon, rayon and cotton fabric are put through rollers which apply a coating of rubber to each side. In this way complete insulation against friction is ensured for the tyre under running conditions. *Right*—Fabric is made ready in another section of the Garscadden works. This modern factory is an expansion of the Goodyear plant at Wolverhampton, which came into operation thirty years ago.

TYRE FACTORY IN SCOTLAND

It has often been said that the wheel is one of the really vital inventions of mankind. If this is accepted, it follows that the tyre must also rank high in importance, for most people to-day, when they think of a wheel, must surely think, too, of its encircling outer covering. Indeed, one tends to take it for granted, yet much careful processing is necessary to ensure that a tyre will satisfactorily fulfil its function.

An excellent example of the strict requirements of modern tyre-making is to be found in the new factory in Scotland of the Goodyear Tyre and Rubber Company (Great Britain) who have for many years had an established name in this branch of manufacture. The works are at Garscadden, on the north-western outskirts of Glasgow, and were opened on September 26 by Lord Strathclyde, the Minister of State for Scotland. Built on a site occupying nearly 60 acres, the plant, equipped with the most up-to-date machines, is capable of expansion to five times its present size. Goodyear's initial investment in it is £2,750,000 and the construction is part of the company's £11,000,000 extension programme begun in 1952.

The factory is designed with a view to the speediest production. Raw materials are received at the eastern end. Then comes the first process, the breaking down of rubber and compounds and the mixing of them in an automatic Banbury mixer. Next, the fabric of rayon or nylon is rubber impregnated on a four-roll calender machine before being passed to an automatic bias cutter where it is cut in readiness for the automatic tyre-building machines. Tread rubber is compounded on mills and cut to correct length. Finally, beads, made from the finest steel wire, are reeled and covered to be built into " green " tyres.

Thus much careful craftsmanship goes into each individual tyre. It is planned to have Garscadden producing as many as 1,000 tyres a day by the end of this year. These, of course, will be only part of the company's output, for the Scottish factory is an expansion of the Wolverhampton works, opened in 1927. Another of the great Goodyear factories is at Wallasey, in Cheshire, where aviation products are manufactured.

PROGRESS IN INDUSTRY AND ENGINEERING—*A Weekly Survey of Achievement in Britain and Overseas*

THE TWO-COACH MONORAIL IS PUT THROUGH ITS PACES: *Above*—Looking like a car on one of the rides at a fairground, Japan's first monorail speeds round a curve of the track from which it is suspended. *On right*—The two coaches, each weighing six tons, cruise along the track at Ueno Park, Tokyo.

JAPAN TESTS HER FIRST MONORAIL

Japan's first monorail, which recently underwent its maiden run in the presence of the public and officials at Ueno Park, in Tokyo, has been designed and constructed by the Tokyo Metropolitan Traffic Bureau. The first run was completed without any trouble and yesterday the monorail was put into regular service. The monorail runs for a distance of about 1,100 ft., the track from which the cars are suspended having been erected between the zoo gardens of the Ueno Park. The two silver streamlined coaches, which are capable of accommodating up to thirty-one passengers, hang about 30 ft. from the ground and travel along the track at a speed of 24 miles per hour. The circuit of the track is supported by twenty-three arched pillars. The seating in the cars is said to be exceptionally comfortable.

EASING THE FLOW OF TRAFFIC IN BELGIUM

The pictures reproduced *above* and *on the left* show the latest stage in the progress on the reconstruction of roads in Brussels to help combat the severe traffic problems which have been causing the authorities much concern. The picture *above* shows the new viaduct on the inner circuit at the Place Saintelette. Built of prestressed concrete, it is supported on central pillars and has safety parapets. The new tunnel on the Boulevard D'Anvers is seen *on the left*. These tunnels have been given the nickname of "fly-under" roads and they are expected to abolish the bottlenecks which occur very frequently in the more central parts of the capital. The work has been in hand for some considerable time and operations are expected to be completed by the end of the year. It is hoped that by the time the Brussels World Exhibition starts next April the traffic problems will have been completely solved.

The Sphere of Travel

HOLIDAYS IN THE SNOW

A Special Annual Section Dealing with Winter-Sports Holidays

By GORDON COOPER

RACING DOWN THE SLOPES IN GERMANY: The winter-sports enthusiasts are ski-ing near the Feldberg, in the Black Forest. In this special five-page Travel section of "The Sphere" the articles deal with the European resorts and suggestions are made regarding when and where to go; costs; organised parties; advice on ski-ing equipment and a host of other information necessary for the holidaymaker in the snow.

USEFUL HINTS FOR SKIERS

1. When you arrive at the centre, curb your enthusiasm for a few days. You must get acclimatised to the height, the different temperature and exercise. By overdoing things at the beginning you may spoil the rest of your holiday.
2. Beginners are well advised to join the local ski school or to take a guide. They will make far quicker progress and will not run undue risks.
3. Enquire carefully before buying ski-lift or cable-car tickets; there are often reductions offered, season tickets, etc. Take a spare passport snapshot with you, for you may need it for a season ticket.
4. Mountain sun is stronger than you think; expose your skin gradually and use sun-glasses and protective cream, particularly late in the season.
5. A Thermos flask and a pair of goloshes are both useful items to include in your luggage.
6. Safeguard yourself against any expenses arising out of accidents or illness by taking out a winter-sports or medical expenses insurance.
7. Ski bindings with safety devices are recommended.

PRE-SKI TRAINING

There is nothing more depressing than an injury during a winter-sports holiday; stiffness and fatigue can also be annoying during the early stages. These can be minimised through careful preparation during the weeks prior to your departure. Even if at home you lead an active life it is wise to practise pre-ski exercises; they are specially recommended to those who lead a sedentary existence. Travel agents concerned with winter sports can advise on pre-ski training. In some cities there are also ski-training classes.

USEFUL ADDRESSES

Thos. Cook and Son Ltd., Berkeley Street, London, W.1.
Sir Henry Lunn Ltd., 36, Edgware Road, W.2.
Erna Low Travel Service Ltd., 47, Old Brompton Road, S.W.7.
Austrian Alpine Club, 26, Old Bond Street, W.1.
F. and W. Ingham Ltd., 26, Old Bond Street, W.1.
Ramblers' Association Services Ltd., 48, Park Road, N.W.1.
World Sport and Travel Service, 198, Sloane Street, S.W.1.
Ski Club of Great Britain, 118, Eaton Square, S.W.1.
Central Council of Physical Recreation, 6, Bedford Square, W.C.1.

National Tourist Information Offices:

Austrian State Tourist Department, 219, Regent Street, W.1.
French Government Tourist Office, 178, Piccadilly. W.1.
German Tourist Information Office, 6, Vigo Street, W.1.
Italian State Tourist Office, 201, Regent Street, W.1.
Norway Travel Association, 20, Pall Mall, S.W.1.
Swiss National Tourist Office, 458, Strand, W.C.2.

IN the Middle Ages local patriotism often took the form of building larger and finer cathedrals and churches. In our present era the trend has clearly turned towards the construction of bigger swimming-pools, bigger sports stadiums, and higher ski-lifts. Regarding the last-named, hardly any mountain in the vicinity of a European winter-sports resort is sacrosanct from invasion, to the detriment, alas, of those few sportsmen who feel that ski-ing loses part of its glamour when it becomes over-organised and, especially, over-simplified in the matter of transportation. It seems, indeed, as though the scientific elimination of toil from the traveller's lot has deprived the true winter-sports enthusiast of much of that charm, not least its arduous exercise. At Gstaad there is even a helicopter service to take skiers to the higher mountains.

Sometimes, too, I feel that this never-ending creation of more and higher ski-lifts defeats its own ends. Skiers tend to desert the old-established trails for the fashionable new fields—very overcrowded fields, too. I noticed this defect recently when I visited the new cable-car railway up the Diavolezza (9,760 ft.), not far from Pontresina. In good weather thousands of cars converge on this railway, where there is an enormous car-park; and then there is a long period of waiting before one's turn comes to take a place in the cable-car.

A single, narrow road leads to this terminus, passing through Pontresina's main and only street. Thus the character of this one-time delightful resort has been quite changed—for the worse. The traffic conditions there, with endless lines of motor-cars churning up the snow and bespattering pedestrians, seemed to me to be quite frightening.

I have mentioned this specific example to indicate to the prospective skier the kind of snag which should be taken into consideration, even though it is never mentioned in the brochures put out by information offices and travel agents. To them the sun is always shining, snow conditions are always perfect, and everything is of the best in each winter-sports resort concerned.

The would-be beginner at winter sports may thus feel in rather a quandary as to where best to go. At first sight, one mountain is remarkably like another, one snow-field the twin of all the others, and even each resort has a certain kind of sameness in its own particular category. Actually, each mountain, each snow-field, and each resort has its own distinctive characteristics. Perhaps it is a combination of various factors which draws the experienced skier back, year after year, to the same resort—for the majority of skiers are remarkably faithful in this respect—even though he might not be able to analyse specifically his exact reasons.

As far as Britons are concerned, two things are obvious in the business of winter sports: the great majority of skiers go on this holiday in some kind of organised group, either arranged by a travel agent or a club; and the bulk of this traffic is directed to three countries—Switzerland, Austria and Norway. Far behind the "Big Three" in point of view of numbers are France, Germany and Italy, yet in all of them there are excellent resorts and as fine slopes as any in Europe. I can only explain this varying standard of popularity by saying that we are a conservative race at heart.

A winter-sports holiday is, in fact, quite different in character from other travel abroad. Skiers, for instance, prefer mainly to be in the company of their own compatriots and shy away from those resorts with a predominant foreign clientele. This explains why certain places, especially in Switzerland and Austria, have a strong British flavour. And for several generations some specialist winter-sports travel agents have developed these centres to suit our tastes. These firms have also, by reason of handling large conducted parties, been able to secure very favourable prices in various ways, and thus are able to offer travel bargains at prices far lower than the individual can secure.

Granted, then, that almost every prospective skier will first study these travel agents' brochures, I think that out of the plethora of their offerings a certain guidance is still needed, especially by the novice at winter sports. The main points of consideration are where to go, when to go, and costs. I will deal with each of these matters separately on the following pages.

IN THE FRENCH ALPS: The skiers are looking out from the Solaise Téléférique above Val d'Isère, one of the most frequented winter-sports resorts in the French Alps.

Holidays in the Snow

CHOOSING A RESORT IN EUROPE

Where to go, Fashionable Resorts, and Organised Parties

Where to go.—The choice of a country must be the first decision, and this is largely a matter of individual taste. Switzerland is undoubtedly the best organised winter-sports country, although France, too, has a wealth of mechanical equipment, while its cuisine is a great attraction. Austria has generally a more informal atmosphere than the other countries, and it offers a nostalgic lure to its faithful supporters. The Dolomites in Italy are superbly scenic, but the all-in prices of a holiday there are rather higher than elsewhere, and perhaps for this reason there are few British visitors. The Bavarian Alps are splendid, too, but the resorts there tend to be swamped with week-end skiers from the Bavarian cities, for winter sports have become part of the post-war German way of life. And then there is Norway which claims to be the cheapest ski-ing country in Europe—an attraction for young people, especially those who live within easy reach of Newcastle, the port of embarkation for Norwegian ports.

Having decided on the country, the choice of a resort comes next. Here I would say the basis of selection has to be made from three main classes: the fashionable resorts, the well-established less fashionable resorts, and those out-of-the-way places where an all-round informality is the rule. At the same time the nature of your winter-sports holiday has to be taken into consideration. Here there are varied opportunities: Beginners' Parties, Continuation Parties, Graduation Parties, House Parties, Ski Tours, Dog-Sleigh Ski Tours, Curling Resorts, Children's Ski-ing Parties, Spectator Parties, and visits to resorts staging outstanding events. The last-named are invariably the most fashionable resorts, and I will consider them first.

Fashionable Resorts.—Without a doubt, St. Moritz can justly claim to be the outstanding classic ski-ing resort in Europe. Few resorts, if any, are better equipped and provide so much entertainment. Here are four of the most luxurious hotels in Switzerland (Kulm, Palace, Suvretta and Carlton), the Kulm and the Palace appealing chiefly to the lively sophisticate with a well-filled wallet. But there are scores of other establishments which are within the means of the average visitor. On a recent visit, for instance, I lodged at the " New Post " which not only has a glorious outlook, but is also extremely comfortable and offers an excellent cuisine. Then, not least in importance, the ski-terrain is vast, the setting magnificent, and beginners are well looked after in the famous ski-school. Next to St. Moritz as fashionable resorts I would place Zermatt, Arosa and Villars.

In Austria, Kitzbuehel (2,400 ft.) and St. Anton (4,280 ft.) are the leading fashionable resorts. Although the altitude of the former appears to be on the low side for guaranteed good snow conditions, its various ski-lifts take you to much greater heights, where it is possible to obtain a maximum amount of first-class ski-ing. I think, indeed, it would be my first choice for beginners.

For France, the first choice lies with Megève, in Savoy. It has now acquired the reputation of being the most fashionable resort in France. This very charming little town is also an excellent centre for ski-ing, while there is plenty of night-time gaiety. Let it be added, for the serious skier, that the very sunny slopes provide many *pistes* of varying degrees of difficulty.

Cortina d'Ampezzo, Italy's outstanding winter resort in the Dolomites, vies, in my opinion, with Kitzbuehel as being the most beautiful winter-sports resort in Europe. The sunny climate, coupled with glorious scenery, as well as the excellent snow and ski-ing conditions and the wide range of hotels, should please the most discerning visitor. With its winter sports and entertainments facilities it is a recommended place for both spectators and sportsmen.

In Germany, Garmisch-Partenkirchen is another fashionable resort which offers lovely scenery. Its special attraction, of course, is the famous cog railway to the summit of the Zugspitze (9,370 ft.) where there are some fine downhill runs; and in the town itself there are two fine skating rinks at the Olympic Stadium.

Norway has no resort that can be regarded as being in the fashionable category. The liveliest spot in this respect would be the Fefor Hotel, nine miles from Vinstra. This large modern hotel is well known for its comfort and service, and there is nightly dancing. But there is nothing else resembling the after-dark entertainments available in other countries.

Travel Agents' Organised Parties.—While many travel agents offer winter-sports holidays there are five firms, all with considerable experience, which can be regarded as the leaders. They are Cook's, Lunn's, Ingham's, World Sport and Travel Service, and Erna Low. Between them they cover the whole field of organised holidays. I suggest that any reader who wishes to go ski-ing should obtain their brochures, for there will surely be something listed to suit individual taste.

It is obviously impossible for me to discuss and recommend the hundreds of resorts described by these firms, and I can do no more than pick out a few items of special appeal. In any case you can be sure that what is being offered will be competently organised.

Both Cook's and Lunn's have Initiation Parties (for beginners), the former at Kandersteg and at Geilo (Norway), the latter at Engelberg. Cook's also has a Continuation Party (seond-year skiers) at Lenk, and a Graduation Party (more advanced still) at Engelberg. In all these cases everything is arranged for you in the inclusive price. I have more to say about these charges later.

Children, without their parents, can join a special ski-ing party organised by Cook's at Leysin, with special arrangements for looking after the youngsters by an experienced staff. The inclusive charge for a fourteen-day holiday is £58 16s. There could hardly be a more thrilling treat for your children. Then Erna Low offers Teenagers Winter-Sports Holidays in the French Alps, Austria and Switzerland. Children from the age of ten are eligible, and there is, of course, a responsible leader. Prices range from £27 10s. to £37 18s., with ten nights' accommodation in France, twelve nights' in Austria or Switzerland.

An interesting innovation are the Family Parties and Children's Nursery organised by World Travel and by Cook's at St. Cergue (Switzerland). The idea is that while the parents make full use of the ski-ing holidays there are special facilities for their accompanying children. There is a fully-trained English nurse in charge.

At the other end of the age scale there are coach tours specially designed for the onlooker. Organised by Cook's, the tourist travels in a specially-heated motor-coach from Paris and is able to see ski-ing and skating at two Swiss centres (St. Cergue and Lauterbrunnen). The thrill of a ride by chair-lift high in the Alps, and the gaiety of winter

HE MAIN STREET OF A FASHIONABLE RESORT IN SWITZERLAND: Arosa, one of the popular ski-ing centres in the country, lies at the head of the Plessur Valley.

ports without actually taking part, are included in each welve-day tour, the inclusive charge being 47 guineas.

Of course, non-participating spectators will find a welcome in all the esorts, and I understand that a large proportion of the otal number of visitors are not active skiers. What they ant is to be among active sportsmen, enjoy the sun which is often far warmer than in many sunshine coastal esorts), and be comfortably and warmly housed, with fter-dark entertainment provided.

Rather similar conditions are available to those joining he House Parties which are organised by several travel gents. The hotels in this case are specially chosen for heir cheerful, friendly atmosphere, and there is a resident ostess on the spot to arrange everything for your entertainent. Erna Low offers a wide range of this type of ompanionable holiday.

Turning to the other extreme, there is the much more trenuous hut-to-hut touring and glacier ski-ing arranged or experienced skiers in connection with the U.K. branch f the Austrian Alpine Club. This is the kind of life to ppeal to the open-air enthusiast, for the hut accommodaon is simple and the participants carry their kits in their ucksacks. Similar tours are also available in Norway, Vorld Travel being the U.K. representatives. This same rm again offers Dog-Sleigh Ski Tours in Norway, and in hese previous ski-ing experience is necessary.

This coming season the Central Council of Physical ecreation, in co-operation with the Ski Club of Great ritain, is organising its ninth annual Ski Training Expedion. The two bases are Geilo (Norway) and Champery Switzerland). Each expedition, including travel time, sts about a fortnight. It is a condition for those joining he scheme to take part in preliminary dry ski training in his country which is provided at convenient centres in the ritish Isles. Membership is open to women (eighteen to hirty-five years old) and men (eighteen to forty years old); nd further information can be obtained from the agents, Vorld Sport and Travel Service.

Worth noting are Skating Holidays to three resorts in witzerland (Champery, Murren and Saas-Fee) which are rganised by World Travel, while no curling enthusiast hould miss the various curling events held at Zermatt. pecial departures for the important events are arranged y Cook's. For those skiers who like to get away om the beaten-rack resorts, I think that such small

IN THE MOUNTAINS OF THE TURIN REGION OF ITALY: The camera looks down from one of the cable-cars cruising above Sestrières with its curious circular hotels. It is one of the country's leading winter-sports resorts. Italy's outstanding winter resort is Cortina d'Ampezzo, which nestles in its valley among the Dolomites.

Austrian centres as Bielerhoehe, Damuels, Hintermoos, Hochsoelden and Saalbach will appeal and can be recommended. For details, apply to Ingham's.

Finally, in this section, I will say something about winter sports in Norway. For this country the Bergen and Fred Olsen lines have prepared a wide range of "package" fourteen-day holidays which can be booked through any travel agent. Generally speaking, the accent is on the appeal they make to those who have to consider cost. A fourteen-day holiday, for instance, spending nine nights at a youth hostel on the outskirts of Oslo, will cost only £22 17s. 6d. in the early part of the season, travelling second class by Fred Olsen Line (meals included). First-class boat supplement is £3 5s. return.

For £22 18s. Bergen Line offers a similar holiday, spending eleven nights in the western part of Norway, covering a berth on the *Leda*, and personal and baggage insurance—but not meals on the boat. Supplement for first-class travel on the boat is £5 return.

SOME THOUGHTS ON THE COST OF "EXTRAS"

WHAT do extras cost on a winter-sports holiday? It is easy enough to find out the price of accommodation and travel, but how much is involved in hiring equipment and in using ski-lifts? Of course, you can always buy what you want but first-timers would be well advised to hire their skis and sticks, if not their boots. In order to give you some idea of the charges involved over here, fourteen days' hire of a ski-jacket would cost you £2 12s. 6d., ski-trousers £2 12s. 6d. and ski-boots £2 10s. It is better to hire skis and sticks at the winter-sports resort itself. Prices vary from country to country but the cost in Norway would be thirty-five krone for a fortnight, while in Austria it works out at from eight to twelve schillings a day.

The cost of ski schools is another consideration. In the Tyrol a six-day ticket, covering four lessons a day, costs somewhere between £2 and £2 10s. Private lessons, of course, cost a good deal more, £2 5s. a lesson being the average.

The Swiss issue a very interesting tariff of local winter-sports season tickets, covering ski-lifts, cable, sleighs and chair-lifts. For example, unlimited journeys on the chair-lift from Grindelwald to First for eight days cost £4 but a limited season ticket covering ten sections is only £1. Over in north-east Switzerland at Alt St. Johann, ten journeys on the Churfirsten ski-lift is priced at just over £1, and a season ticket covering a hundred journeys costs approximately £4. Similar facilities are available on railways and funiculars as well as aerial cable-ways. Twenty-five journeys, for example, are covered by a season ticket on the funicular from St. Moritz to Corviglia, including the ski-lift to Corviglia. The validity extends over five days and the price is about £3 10s. Such tickets are best obtained at the booking office of the company operating the funicular or ski-lift.

In Norway there are certain centres where there are no ski-lifts as yet, but as a substitute there are tractors known as snowmobiles, which haul skiers up the mountain slopes. Prices have not yet been published for the forthcoming season, but a list will be produced shortly. **W. D. C. C.**

A PAUSE FOR REFRESHMENT IN THE AUSTRIAN TYROL: The skiers, with their skis stacked in the foreground of the picture, are resting in the sunshine at a refreshment chalet on the ski slopes above Kirchberg.

Holidays in the Snow

WHEN TO GO

And Details of Costs

MANY of the popular winter sports resorts are already fully booked up for the periods covering Christmas and the New Year, and Easter. As snow conditions are sometimes unsatisfactory for ski-ing at the end of December, it means that emphasis should be laid on alternative social activities. From early January onwards the snow invariably improves, while the length of daylight gradually increases. This point should be noted especially by those choosing Norway for a holiday, for there the hours of sunshine during the early part of the winter (December and January) are distinctly limited.

Shortly after the New Year the resorts become rather deserted for a few weeks, even though the snow conditions may be excellent. A kind of "Low Season" sets in, and often prices charged by hotels and for ski-ing facilities are considerably reduced. As there are fewer tourists, conditions for the sportsman become much pleasanter. After mid-February, the crowds return, increasing in numbers until the peak is reached at Easter.

Costs.—The general emphasis in the organised winter sports arrangements offered by the travel agents is economy. Prices, indeed, are trimmed to a level well below anything an individual traveller could arrange for himself. This does not mean that you cannot be on your own, but you should take advantage of party arrangements. This especially applies to transportation, the journey there and back. For instance, on the railways there are specially-chartered Snowsports Sleeper Specials, which travel direct, without change, from Channel port to various destinations; and these trains also provide sleeping berths (couchettes) during the night.

By air (with the cost much the same as for rail travel, if you take the various extras of the latter into consideration) the travel agents have their own chartered planes. The national airlines also offer night flights at considerably reduced prices, and also, in certain cases, have motor-coach services linking airports with certain resorts. Worth noting, too, is the Air-Coach service of Eagle Airways between London and Basle (£16 15s. for a twenty-three-day excursion ticket), whence the various Swiss resorts can be reached by rail in a few hours—between breakfast and lunch.

While most winter sports arrangements include full pension at the hotel where you are staying, it is also feasible in some cases to take a bed-and-breakfast holiday. This seems to be an admirable scheme, for many people like to be free to have their lunch at the restaurants situated at the top of cable railways, and to have their dinner at some of the restaurants or hotels where they can sample local dishes.

Perhaps the most important matter regarding costs concerns what you may have to spend on extras. This is where it is essential to study carefully what the prices quoted by travel agents include, for quite often the more expensive tour can actually turn out to be the cheapest in the long run. Take, for instance, such items as baths, afternoon teas, coffee after lunch and dinner, orchestra and sports taxes, waxing of skis, admission tickets to skating and curling rinks, ski tuition, hire of skis and boots, ski-lifts and aerial railways—all items which must be taken into consideration, for unless they are included in the inclusive price they can cost you a mint of money.

Of course, you must be prepared for some extras. Obviously in a fashionable resort there are more temptations to spend money than in some simpler place. France and Switzerland are markedly dearer for many odds and ends compared with Austria and Germany. Here I will merely give a couple of tips: have your hair cut before leaving Britain; and if you are a sweet-eater, take a supply with you, for they can be very expensive abroad.

NEW AMENITIES AT SWISS WINTER SPORTS CENTRES

ADELBODEN. New Tschentenalp ski-lift.
DAVOS. New aerial cable-way, Ischalp-Jakobshorn (Braema-Buel region). There is already an aerial cable-way from Davos-Platz to Ischalp, and a ski-lift from Ischalp to Braema-Buel.
ENGELBERG. New ski-lift from Ristis to Brunni, opening new slopes above Engelberg.
FLIMS-WALDHAUS. New aerial cable-way, Alp Naraus-Cassonsgrat. Cassonsgrat is situated at an altitude of 8,856 ft.
KANDERSTEG. New toboggan run.
MELCHSEE-FRUTT. New ski-lift from Melchsee-Frutt to Erzegg (6,900 ft.).
PONTRESINA. Six permanent curling rinks. New aerial cable-way to Diavolezza—the second longest passenger aerial cable-way in Switzerland (11,939 ft.)—at 9,768 ft.
ST. MORITZ. New ski- and chair-lift, Marguns-Corviglia, and the new ski-lift, Marguns-Trais Fluors.
ZWEISIMMEN. The longest cabin-cableway in Europe links Zweisimmen to the top of the Rinderberg. Excellent downhill runs are available for ski-ing.

NORWEGIAN VIKINGS WERE GOOD SKIERS

Snorre, the Icelandic saga-writer, described the Norwegian Viking kings (900 to 1100) as good skiers. They achieved feats which were retold through the centuries. There were also occasions when ski-ing played an important part in the history of Norway. In 1206, when the country was ravaged by a civil war, the king's two-year-old son, Haakon Haakonson, was saved from falling into enemy hands by the quick action of two of the fastest skiers, who carried the child as they skied across the mountains from Gudbrandsdal to Osterdal. This epic is now commemorated through the great marathon ski race which takes place from Lillehammer to Rena every winter, along the route which was used by the two "Birch Legs," as the king's adherents were called. In their honour, the ski race is called the "Birch Leg Ski Race," which covers a distance of 35 miles across the mountains. It takes between five and seven hours from start to finish.

1958 WORLD SKI-ING, SKATING AND ICE HOCKEY CHAMPIONSHIPS

World Alpine Events: To be held at Badgastein, Austria, from February 2 to February 9.
World Nordic Ski Events: At Lahti, Finland, from March 1 to March 9.
World Ice Skating Championships: At Paris, February 13, 14, 15.
World Ice Hockey Championships: At Oslo from February 28 to March 9.

A WINTER SPORTS HOLIDAY IN NORWAY: The view is of the ski slopes at Tryvannskleiva, near Oslo. Visitors planning a winter sports holiday in Norway should remember that the hours of sunshine during the early winter are distinctly limited. Oslo will be the scene of the 1958 World Ice Hockey Championships.

ENJOY WINTER HOLIDAYS IN

THE GRISONS / ENGADINE

SWITZERLAND

For further information apply to the Swiss National Tourist Office, 458–59 Strand, W.C. 2, the Travel Agencies, the Tourist Offices of the resorts or to the Grisons Tourist Office, Coire (Sw'land)

SUVRETTA HOUSE

St. Moritz

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A leading Hotel for Winter Sports.
Own Ski-school, Curling, Ice-rinks.
New : Teleferic to Piz Nair (10,000 ft.)

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DAVOS

GRD HOTEL BELVEDERE · MOROSANI HOTELS · DAVOS · POSTHOTEL · SCHWEIZERHOF

GRAND HOTEL & BELVEDERE
The leading hotel of Davos.

HOTEL SCHWEIZERHOF
The first-class family hotel.

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Toni Morosani.

St. Moritz

HOTEL DU LAC
The house where you feel homely and comfortable. First class. Minimum rates in January and March. Orchestra entertainment. Free bus service. Please write to Toni Cavelti or your Travel Agent.

St. Moritz

HOTEL LA MARGNA
Distinguished family and sporthotel
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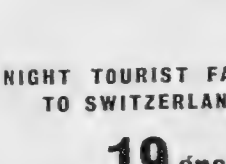
THE TRADITIONAL ENGLISH HOUSE
250 beds and 140 baths. L. Gredig, Family.



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The leading hotel in Klosters. Bar—Dancing. Cableway Gotschna-Parsenn—Ski-lift Parsennhut-Furka.
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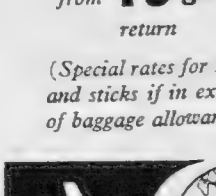
A. Wyssmann, Manager.



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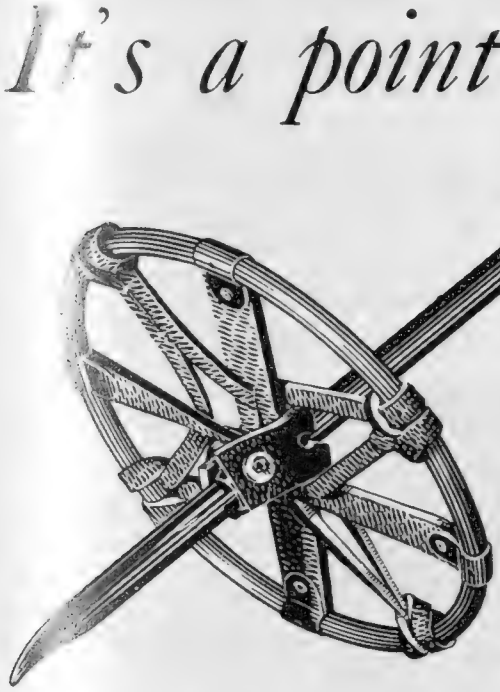

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Holidays in the Snow

EQUIPMENT FOR SKIERS

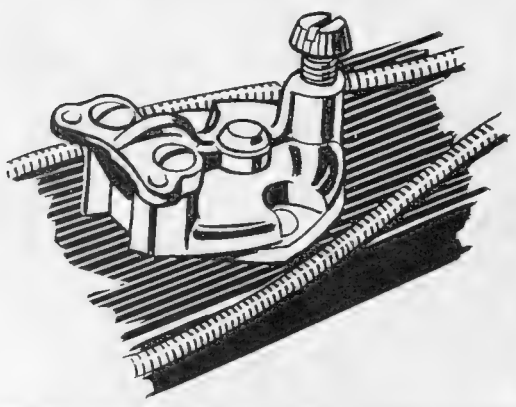
Some Tips Regarding Outfits for Beginners at Winter Sports

By ISOBEL ROE

FOR those who have once enjoyed the delight of a winter holiday in the snow, the experience usually becomes an annual must. The normal holidays last two or three weeks and even in that short time it is astonishing to see the progress which can be made at ski-ing, provided the skier has good instruction, suitable equipment and has chosen a resort where there are easy runs. The importance of choosing a resort with open slopes of gentle gradient cannot be too strongly stressed. On these slopes the beginner will soon lose his stiff, tense style and master the relaxed movements of the expert.

The beginner will probably be faced with assembling his equipment from scratch. The offers of ski and boots (if of pre-1950 vintage) by kind friends and relations are very often totally unsuitable, as there have been so many recent developments. The ski resorts have an excellent selection of hired ski on which the beginner can learn, and then, after a season or two, he will have formed his own ideas about the type and length of ski he can manage. Few shops in this country hire ski, since it has proved far more satisfactory to hire at the resort. If the skier is unlucky enough to break a ski he can obtain another pair from the same shop (make sure the hired ski are covered by the local shop for insurance purposes). The hire rates also include sticks. One London sports shop offers a special concession for children who buy new ski. The ski sell at about £10, and approximately two-thirds of this amount is refunded to the customer if the ski are returned in good condition.

Ski boots are rightly considered the most vital part of a skier's equipment. They can be best hired in this country, where it is even possible to hire a new boot. But since the hire rate for boots is fairly high, except in the case of growing children, it is probably more economical to buy a new pair. A word of advice when selecting boots—do remember they are for ski-ing and not walking in, and therefore accept the fact that they must be rigid and, at first, perhaps rather forbidding. Do not persuade your assistant to allow you to have the kind which are soft and flexible and designed for those who go to the mountains as spectators, rather than participators in winter sports. Having bought a good pair of ski boots, look after them and see that they are regularly cleaned with good boot polish and are fitted with boot-trees each night. A boot which is kept in shape with boot-trees will be far quicker to fit to a release binding.



RELEASE BINDING AND SKI: *Left*—**A ski-free Supersport release binding. Equipment of this type is now regarded as essential for skiers.** *Right*—**The Attenhofer A.15 is a well-known ski.**

An experienced skier making additions and replacements to his kit will find, in London, the best from Austria, France, Scandinavia, Switzerland and the United States. All the famous names in ski are obtainable—Head, A.15, Mustang Metal, Alluflex, Kastle, Eriksen, and Gresvig; Lilliput and Picolo for small children. Missing this season will be the popular Kneissl, as their factory was burned down in the summer and their new factory will not be in production until next autumn.

Release bindings for greater safety are no longer an experiment, they are an essential and are used by 80 per cent. of the top-class racers. Statistics prove that they have been wonderfully successful in reducing the accident rate. A binding often takes longer to select than a ski, but the main London shops have experts with first-hand experience of these bindings who give sound and reliable advice. Marker, Ramy, Tyrolia, Attenhofer Securitas, Ski-free and Star are well known. The Bohn, which has recently been developed, may prove successful as a child's release binding on account of its simplicity.

Clothes, too, can be hired in Britain. Those considering buying them will find that most of the items will have their uses at home for activities ranging from golf to sailing. I am told that a ski outfit complete with sun or snow specs. is admirable on the scooter. The hire price of clothes is fairly high and the starting price for the essentials comparatively low. Therefore, unless the holiday is going to be "once only," it is wiser to buy new kit. A very popular and practical windjacket is the parka-type with a kangaroo pouch. This correct and simple kind of jacket is favoured by 50 per cent. of the men skiers. Some skiers prefer a jacket which zips all the way. This kind suits those who easily get too hot and, often quite as quickly, get too cold again. The advent of the elasticised trouser has brought that tailored look within a reasonable price range—they are well worth having. When selecting trousers, women especially will delight in choosing from the numerous shades of blue and vivid reds. Greens, greys and black, too, are in constant demand.

There is a variety of small pouches and light rucksacks to choose from, but the most popular are the waist lunch-bags which are really comfortable to wear. They have an amazing capacity—lunch, sweaters, camera, wax, specs. can be stowed away inside, and there may even be room for a little tool set, so useful for running repairs to edges and bindings.

A CORRECTLY DRESSED SKIER: Among other points, he is wearing a parka-type windjacket with kangaroo pouch.

IN THE SNOWS OF SWITZERLAND: A chair-lift carries skiers at Bretaye above Villars. Such modern aids save the winter sports enthusiasts from long climbs to the heights from which they can embark on their pleasure. But attention to the right equipment—ski clothing and accessories—is still of the first importance.

Membership of the Ski Club of Great Britain is well worth considering. No ski-ing qualification is necessary for membership and the club has a wonderful information section from which the beginner can get reliable advice on all aspects of ski-ing, equipment and resorts. The Club representatives abroad have a unique knowledge of their centres and can be exceedingly helpful in a variety of ways. An excellent little book—*Know the Game—Ski-ing*—will help the beginner to gain a general knowledge of everything that goes with ski-ing. All skiers—especially stylists—will be pleased to know that the Austrian Ski Instructors' guide has now been translated into English and will help many to understand and master this famous and outstandingly successful method of teaching. It may be a few weeks before the English edition is available, but a study of the German edition is worthwhile, if only for the value of the illustrations.

The Dry Ski Schools which put you through your paces before you ever reach the snow, are a boon to the beginner and expert alike. Pupils return to these classes year after year, as they know that by so doing they will go out to the snow in good training. The S.C.G.B. booklet *Pre-Ski Exercises* is a tremendous help to those unable to attend classes. A useful device to use at home is a Picas Trainer—two long sticks, hinged on a wedge which fits against the wall. The Bongo Board, popular in the States and helpful for balance, and the home gym bar, a portable cross-bar which can be fitted in any doorway, are other pre-ski trainers. Really fit and well-equipped, you will be ready for the most exhilarating holiday of your life.

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NEWCOMERS AT THE MOTOR SHOW

Although Entirely New Models are Fewer than Usual, there have been Numerous Detail Changes Since Last Year

By "THE SPHERE" MOTORING CORRESPONDENT

THE Prime Minister, Mr. Harold Macmillan, paid some well-deserved tributes to the British motor industry when he went to Earls Court to open the Motor Show. He recalled that from May to July car production reached the record rate of more than 19,000 a week. But, said the Premier, the greatest feature of the industry's recent trading had been the strong revival in exports. In the first eight months of 1957 the value of car exports by Britain was more than £100,000,000. The figure was up by more than one-fifth on the corresponding period of 1956. "In value nearly half of your production of cars has been sold abroad," said Mr. Macmillan. "It is a splendid record." The Prime Minister made it clear, though, that the industry's production and export achievements are not likely to be rewarded by a remission on the 60 per cent. purchase tax. Mr. Macmillan admitted that "the home market is the necessary base on which a large export market can be built" but went on to say: "At the same time, the prosperity and stability of the motor industry cannot be separated from that of the country as a whole. One industry cannot be isolated or insulated from the rest of the economy and I and my colleagues are determined to take all the necessary steps to maintain honest money and sound finance."

The night before, at the annual Show banquet of the Society of Motor Manufacturers and Traders, Mr. Alick Dick, president of the Society, had made an eloquent plea for relief from the restrictive influence of purchase tax. It was the most inflationary tax ever introduced, said Mr. Dick. Its abolition would result in a great increase in productivity and a reduction in prices at home. This would enable them to expand their exports and help to safeguard their position in the event of a Free Trade area being established in Europe.

Mr. Dick said he thought the abolition of purchase tax would also accelerate the scrapping of a million and a half obsolete vehicles "which were to-day such a danger on our congested roads." Mr. Dick, speaking of the motor industry's magnificent recovery from the troubles of last winter—the credit squeeze, purchase tax, hire purchase restrictions, petrol rationing and other Suez crisis problems—announced with justifiable pride that car production in the last six months had risen by over 25 per cent. as compared with the same period in 1956.

Successive presidents of the S.M.M.T. have traditionally used the Motor Show banquet as an opportunity to attack the Government for failing to provide adequate roads. Mr. Dick was no exception. The Society's principal guest—Sir David Eccles, President of the Board of Trade—heard him say it is estimated that £500,000,000 is wasted every year by delays on the roads. "In the last ten years," he said, "less than 19 miles of new highway were built. In the same period we have had five Ministers of Transport. A simple sum leads us to the conclusion that the average speed of building roads is 3.8 miles per Minister."

I think it can safely be assumed that Mr. Dick enlarged on these twin themes—purchase tax and roads—while he was showing the Prime Minister round Earls Court the following morning. Mr. Macmillan did the job pretty thoroughly and sat in the driving seat of a number of cars. One new car—a last-minute Show surprise—that impressed the Prime Minister by its beauty of line was the Lotus Elite. It is a 130-m.p.h. two-seater "Gran Turismo" saloon powered by a 1,220-c.c. Coventry Climax engine. This newcomer has a plastic two-door body, no chassis, disc brakes on all four wheels and independent suspension all round. It was designed by Mr. Colin Chapman, managing director of Lotus Engineering Ltd., a small London firm which has gained world fame by the success of its sports two-seaters and Formula 2 single-seat racing cars.

The price of the Elite is £1,951 7s., including tax. There is a four-speed gearbox. The car weighs only $10\frac{3}{4}$ cwt. and the roof is less than 4 ft. from the ground. There is a wrap-round windscreen and a wide rear window.

Another new high-performance saloon with disc brakes on all four wheels is the Jensen 541 R. A full four-seater, it resembles the 541, but has a new 6-cylinder Austin engine of four litres which gives 25 per cent. more power than the unit formerly used. No wonder this light car—it has a plastic body—does 125 m.p.h. I was interested to read, in Jensen Motors' announcement, that they do not regard the 541 R as a sports car. "It is a silent saloon, designed for high-speed cruising," an official stated. "It is one of the world's fastest and most economical production cars." The makers claim a petrol mileage of 20-22 to the gallon. The new Jensen costs £2,866, including tax. Jensen Motors are one of very few firms in the British motor industry who build their own chassis and coachwork. A design feature of the new saloon is the use of an air extruder grille on the bonnet top. This, the makers claim, releases both pressure and hot air from under the bonnet, giving more efficient cooling under all conditions.

A car which has attracted a good deal of attention in the special coachwork section of the Show is the two-seater version of the Rolls-Royce Silver Cloud by Freestone and Webb. At £8,531 5s. 9d. it is the costliest two-seater in the Show, yet during the first two days of the exhibition two were ordered (one with the Bentley radiator instead of the square Rolls-Royce front end) and there were a number of other serious inquiries. "This model was really only a design exercise," a Freestone and Webb official stated. "It is our own special kind of dream car, which someone has nicknamed 'The Honeymoon Express.'" There are two luxurious bucket seats, a well-designed hood that goes up and down electrically at the press of a button, built-in cocktail cabinets and two distinctive tail fins. It seems a very big car for only two people but it is a magnificent piece of workmanship.

I like the new estate cars from the Rootes Group. When I briefly referred to them in my last article I had not seen them. Those who have now had an opportunity of inspecting the Humber Hawk and Singer Gazelle station wagons will agree with me that their pictures do not do them full justice. They are high-class vehicles, with an excellent finish. The Hawk estate car has room for six adults or a load-carrying space of 56 cub. ft. It is longer and sleeker than the old Hawk station wagon and is obtainable with either Laycock overdrive or Borg-Warner automatic transmission. Loading from the rear is made easy by the design of the back "gate." The top half hinges upwards and has a press-button lock. The lower half of the gate swings downwards and can be used to add 17 ins. to the length of the carrier compartment. This double-purpose version of the elegant new 2.3-litre Hawk costs £1,463 17s., including tax. The $1\frac{1}{2}$-litre Gazelle shooting brake costs £1,043 17s. With their Hillman Minx estate car (£938 17s.) and the Hillman Husky utility (£646 7s.) the Rootes Group has the most impressive range of these dual-purpose cars offered by any British manufacturer.

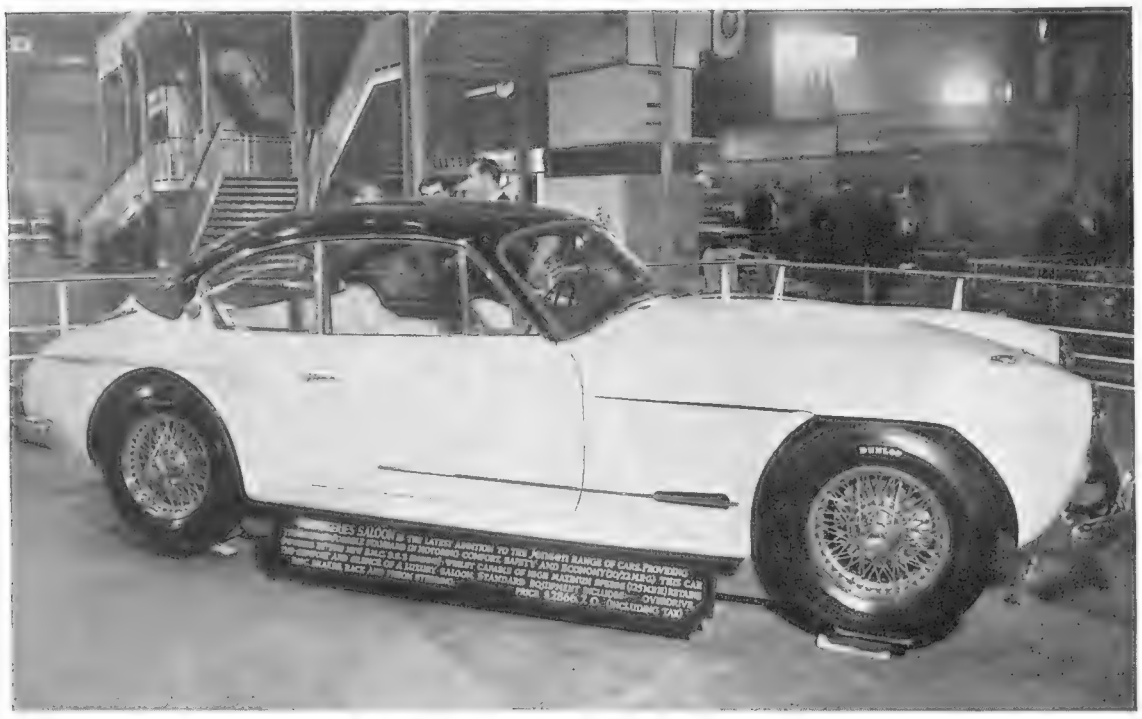
ELEGANT IN TOWN AND PRACTICAL IN THE COUNTRY: This rear view of the luxury Humber Hawk estate car gives an impression of the excellent all-round vision obtainable from the driving seat. The vehicle, which has spacious accommodation for six people, is powered by a $2\frac{1}{4}$-litre o.h.v. engine with a new compression ratio of 7.5 to 1.

It was the Standard Motor Co. which captured most of the Motor Show publicity. There is certainly a new, vigorous outlook among the Coventry firm's executives. They are justifiably proud of their new 1.7-litre Ensign and 948-c.c. Pennant models but they are already looking forward to the time when they will be announcing the new Standard referred to during the Show by Mr. Alick Dick, the firm's enterprising young managing director. He promised that it will be "something really new and exciting." I am only guessing, but I expect the car mentioned by Mr. Dick will be a small four-seater with an engine of around 1,000 c.c. It could be a development of the excellent 948-c.c. unit which powers the Standard Ten and the new Pennant. I shall be surprised if the new Standard has not got independent suspension on all four wheels.

The Standard Co. have engaged Signor Giovanni Michelotti, of Turin, as a styling consultant, so the new model is more or less assured of good looks. Michelotti was largely responsible, I believe, for the shape of the Renault Dauphine, which is surely one of the best-looking cars in the world. I understand that Standards are also working on another, bigger car. They are spending between £2,000,000 and £2,500,000 on expanding their assembly, painting and trim facilities. Another item of Standard news which hit the Motor Show headlines was the announcement that following their great export success with the Triumph TR3 sports car in the U.S., they are now sending to America saloon and estate car versions of the Standard Ten.

Triumph dealers in the U.S., where the cult of the small European car is growing, have already ordered nearly £4,000,000 worth of the Standard Ten models for delivery during the last quarter of 1957. Only they won't be called Standards over there. They will be known as the Triumph Sedan and the Triumph Estate Wagon.

At a time when car prices are showing an upward trend it was interesting to learn that Daimler have reduced by £185 the cost of their One-O-Four saloon with Borg-Warner automatic gear-box. The price, including tax, has come down to £2,395 from £2,580. This means that the $3\frac{1}{2}$-litre One-O-Four is now available with either the Daimler fluid transmission or automatic gear-box for the same price.



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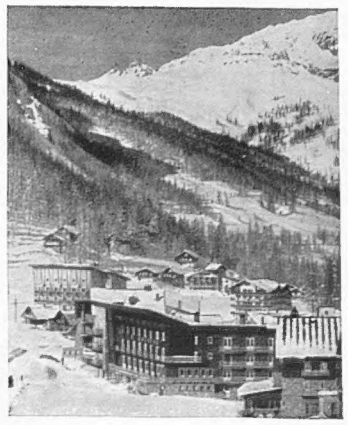

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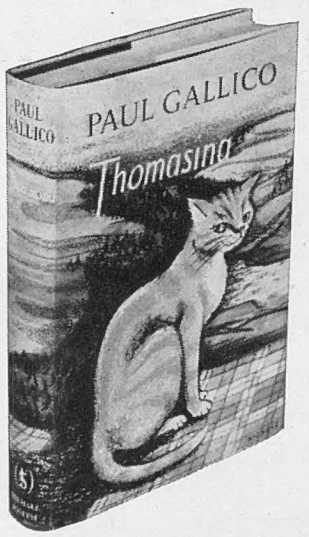

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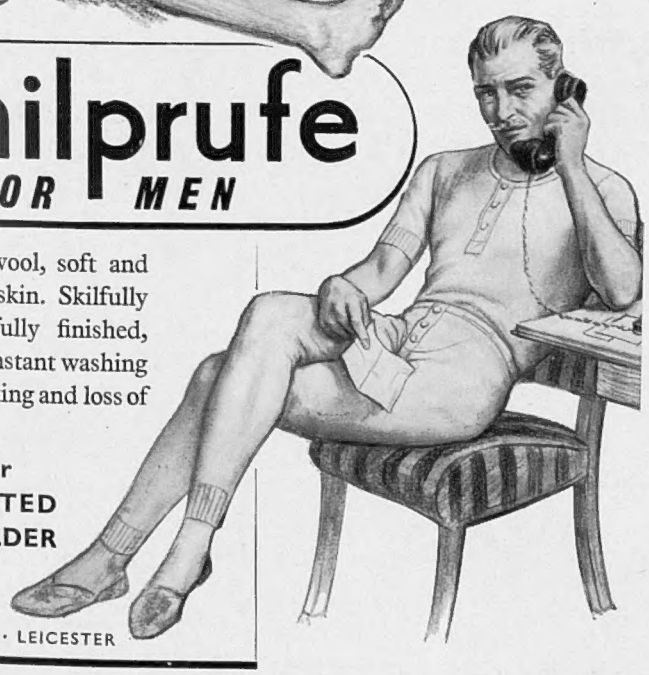

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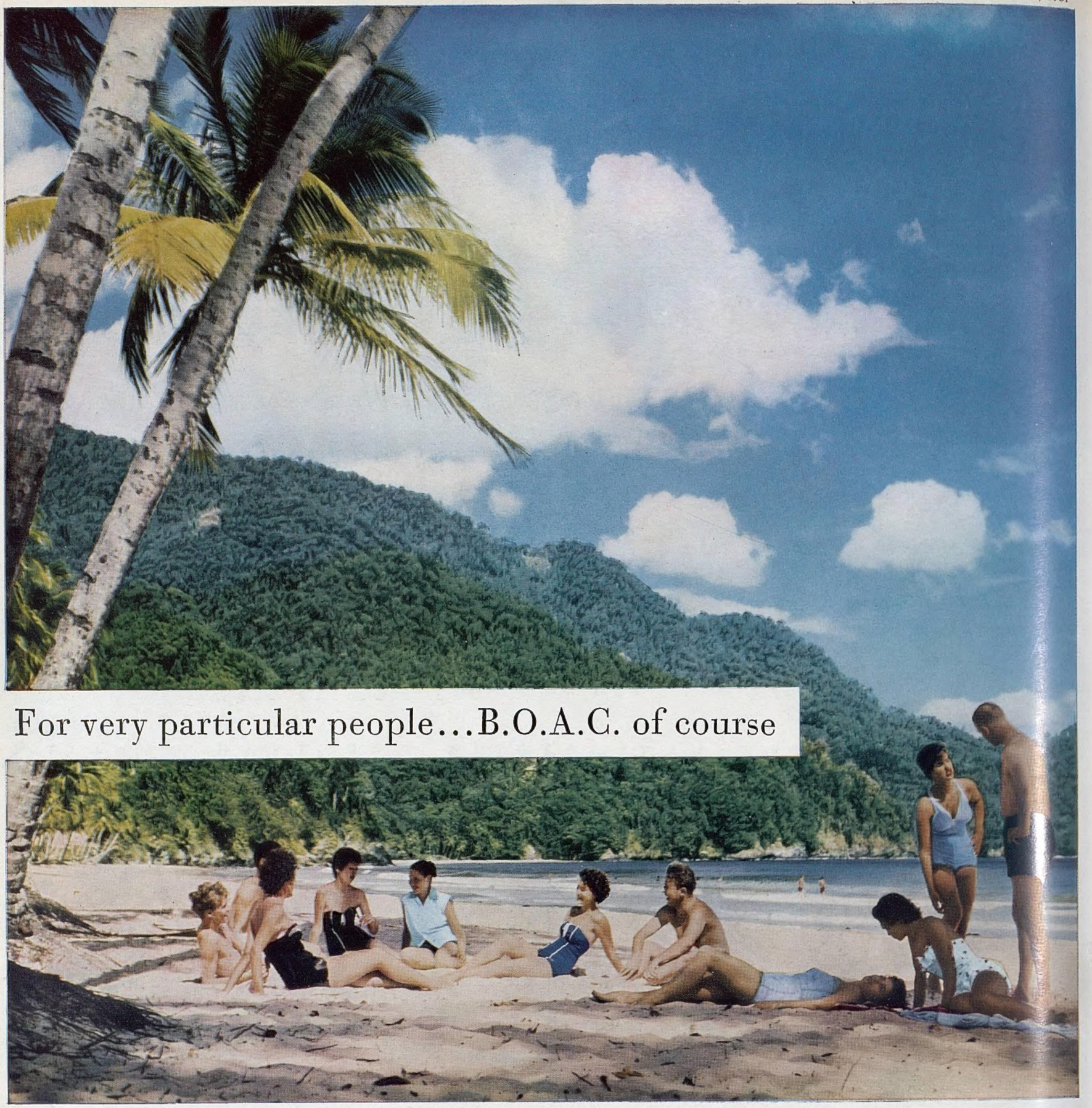

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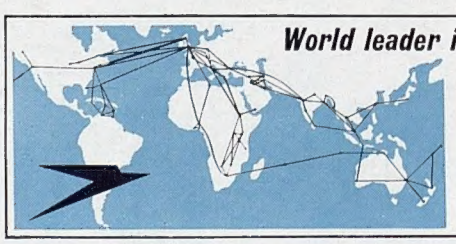

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